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Supreme Court

THE Hongkong Weekly Press

AND

China Overland Trade Report.

Vol. LX.]

HONGKONG, SATURDAY, 2ND JULY, 1904.

No. 1

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BIRTH.

On the 14th June, at 258B Bluff, Yokohama, the wife of ERNEST ARTHUR TAPLIN, of a daughter.

DEATH.

On the 25th April, at San Francisco, Mrs. J. S. WILKIN, wife of the late JAMES SAMUEL WILDE, of the Pacific Mail S.S. Co., Kobe. The ashes have been sent to Kobe for interment.

Hongkong Weekly Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVAL OF MAILS.

The French Mail of the 27th May arrived per the *Tonkin*, on Tuesday, the 28th ult.; and the English Mail of the 3rd June arrived, per the *Chusan*, on Thursday, the 30th ultimo.

EPITOME OF THE WEEK.

Telegrams relating to the war will be found on p. 1.

Prince Ching is urging that more attention be paid to engineering and surveying in the Chinese army.

From Canton comes news of the death from plague of the second wife of H.E. Vicaroy Shun and three maids of the Viceregal household.

Prince Adalbert (third son of the Kaiser), who recently passed through Hongkong, had an interview with the Emperor of China at Peking last month.

As a result of the heavy rainfall numerous landslides are reported from the New Territory. There have also been several on the south side of the island of Hongkong.

The local agents for the procuring of coolies for the Rand are said to be having some difficulty in getting labourers. The camp at Laichikok is not very full at present.

The plant for the electric lighting of Macao is going to be supplied, it is stated, by Messrs. Dodwell & Co., of Hongkong. Mr. T. Skinner of that firm was responsible for the installation of the Macao Hotel light.

Sir Mathew Nathan, R.E., K.C.M.G., the new Governor of Hongkong, was to be entertained to dinner by Mr. Wm. Keswick, M.P., to meet a number of Hongkong and China people, on the 20th June.

The remains of Archbishop Guidi, the Papal Delegate to the Philippines, were borne to the Cathedral at Manila on the 9th ult. to lie there in state until Friday. A Requiem Mass was conducted by Archbishop Harty assisted by three American Bishops.

The foundation stone of a new Presbyterian church for Hokien Chinese was laid at Singapore on the 21st ult., the Governor performing the ceremony. Of the \$13,000 or \$14,000 required for the building about two-thirds has been collected. Non-Christian Chinese have given dollar for dollar with the congregation.

Diamonds have been discovered in a certain district in Shantung, and certain Chinese merchants proposed that the mine should be worked at once to prevent foreign interest from being attracted. The Shantung officials not having espoused the matter, however, the merchants are appealing direct to Peking.

In the House of Lords last month, Lord Lansdowne announced that he had received a communication from the British Ambassador in St. Petersburg to the effect that only raw cotton suitable for making explosives had been declared contraband by the Russian Government and that the declaration did not apply to piece goods.

According to the *Manila Sunday Sun* one thing that "the folks are saying" there is "that the Hongkong authorities will unquestionably be pleased to receive their strayed beachcombers back to the Praya, and that they are not wanted in Manila." Considering that Manila furnishes the majority of recruits for the ranks of the Hongkong army of beachcombers, the *Sun* has a colossal impudence.

The Acting Governor of British North Borneo, in a letter dated 8th June, has informed His Excellency the Officer Administering the Government that the port of Hongkong is declared by the Borneo Government to be quarantined for bubonic plague, and vessels arriving in North Borneo ports and Labuan from Hongkong will be medically examined, and are liable to be quarantined at the discretion of the Health Officer.

The fact that the Empress Dowager of China has decided to sit for her photograph may not be due to the war, but the event possesses a significance not to be ignored, inasmuch as it has never happened before. It is a Japanese photographer, moreover, who has been asked to take the picture. It may at least be true that Japanese military success against the Russians has immensely increased Japanese prestige at Peking, leading directly to the triumph of Japanese photography over the photography of the rest of the world.

From home papers it appears that the London County Council have ordered 110 houses to be taken down as uninhabitable under a penalty of £1 10s. per day per house until the work of demolition is begun. A correspondent suggests that it is a pity that the Hongkong Government does not use such strenuous measures, as many of the houses in the thickly populated central parts of the city are in a most dilapidated condition.

The *Electrical Magazine* places it on record that Dalny was one of the most progressive communities as regards the application of electricity to public and private requirements. The central station, completed about twelve months ago, had a total capacity of 3,000 horsepower, with space for additional machinery of the same output. In addition to public and private lighting by electricity there was apparatus for pumping the dry docks and for driving machine, boiler, and other workshops in the harbour. The town also possessed an admirable telephone system.

A Bangkok telegram appearing in the *Straits Times* states that at a meeting of the European bankers and merchants it was resolved to petition the Siamese Government through the *doyen* of the diplomatic corps, protesting against the deplorable condition of the telegraph service in Siam. The frequent breakdowns entail heavy losses on the shipping merchants and handicap rice transactions in competition with other countries. Regret was expressed that the line to Koh-si-chang had not been maintained, and that there was no new land line to Singapore via Penang. It was further decided to condemn the dual control of the lines by different Government departments.

As going to show that Hongkong is regarded by its neighbours as a convenient and natural place for dumping their undesirables a very good instance came to light the other day. A steamer arrived from Saigon with about 150 Chinese on board. There was a case of cholera on board, so that luckily the passengers were not at liberty to come ashore until enquiries had been made by the authorities. And when enquiries were made, it was discovered that these men were the sweepings of French Indo-China gaols, deported to Hongkong, forsooth, as being dangers to the safety of the community. Some of them had marks of the cat on their backs. They should be sent back to Saigon, "declined with thanks."

The Municipal rates at Singapore amount to 14 per cent., 11 per cent. being the general rate and 3 per cent. the water rate. The legal limit appears to be 15 per cent. It may interest Hongkong taxpayers—as it must certainly have interested those of Singapore—to read the following expression of opinion by the new Governor (Sir John Anderson) in the course of a debate on municipal expenditure, which raised the argument that further borrowing powers were needed. Sir John Anderson is reported as saying that he thought 14 per cent. for all municipal purposes including water was an excellent reason why they should fix the limit at 20 per cent. He had had some acquaintance with other Municipalities and he thought if they went to what was regarded as the more favoured country of England, if they found any place where they got their water and their municipal rate at less than 30 per cent.—well, he would like to know where it was.

CHINESE REFORMERS AND THE QUEUE.

(Daily Press, 28th June.)

It may or may not be a disappointment for the missionaries, but it has to be admitted that, notwithstanding the large importations of Biblical history into China, there are Chinamen who refuse to take warning by the fate of SAMSON, who lost his virile vigour when he had his hair cut. A knot of Chinese debaters in Selangor are responsible for the new movement, the pioneers of which refuse to keep their hair on. The *Shanghai Mercury* sees in this hirsutory reform the cue for the entrance upon the world's stage of a Japanned China, a China as keen after modern civilisation as are its whilom vassals. "What Singapore thinks to-day," says our northern contemporary, "Hongkong will think to-morrow, and China the week after next." The modern Chinese—habit and association being as strong with them as with most folk—will probably for some time to come share the prejudice of the foxes of the fable, and look askance upon their tailless brethren, noisily advocative of this significant curtailment. It is not inconceivable that there are sons of HAN, as well as subjects of H.M. EDWARD VII., who think of the "good old times" as infinitely superior to contemporary days. In the case of the British reactionist, he would point to an age of courtliness, chivalry, sport, and pluck, when the Englishman's hot head was covered by the queue just as the cooler Celestial's cranium is to-day. It is a matter of taste, of course; but a comparison of the Occidental powdered pigtail of that period with the well-greased rope of the modern Oriental does not seem altogether fitting. The significance of the respective tonsorial fashions certainly share nothing in common. The one was an outcome of a sort of æsthetic evolution, for which, artistically considered, the Roundhead crop was an uncheerful and graceless successor, with perhaps no great compensation by way of improved brain power for loss of thatch. In the other case, the capillary cable was, according to the Sinologues, a badge of servitude, a rope of bondage for a conquered race. Even now, in passing, what would the native policeman do without this convenient handle? We have referred to the generally accepted origin of the Chinese pigtail as an arbitrary fashion insisted upon by the conquerors from the north; and confess to some mild amazement that our northern contemporary should see any inconsistency therewith in Mr. R. K. DOUGLAS's reference in the book on "China" in the "Story of the Nations" series. It is quoted as casting some doubt on the historical explanation already spoken of—perhaps inadvertently, for it fully confirms the popular belief. Putting facetiousness aside, we are inclined to join issue with the members of the Kuala Lumpur Debating Society on their assertion that "the first step in Chinese reform is the cutting off the queue." The first step should be in the direction of real reform—towards enfranchisement from the slavery of superstition and prejudice, before the badge of slavery is cast aside with flourish of trumpet. Once outside the prison walls, there will be plenty of time to discard the distasteful broad arrow.

The *Peking and Tientsin Times* states that in consequence of the intimation received from the General Officer Commanding at Hongkong that that Port has been declared infected owing to plague, all details proceeding from the North China Command to India will be sent via Shanghai, until further orders.

CHINESE RAILWAY ENTERPRISE.

(Daily Press 28th June.)

We have already drawn attention to the fact that the Chinese in various parts of the country are showing a surprising readiness to invest in railway enterprises in China, but it would appear that the promoters rely very largely on the subscriptions of the wealthy Chinese living in Shanghai, Hongkong and Singapore. The capital for a rather important line of railway to run from Swatow to Tsaochow has recently been subscribed mainly in these three ports, and now we learn from a memorial addressed to the Throne by the Acting Viceroy of Szechuan that officials have been dispatched to Shanghai, Hongkong and Singapore for the purpose of raising among Chinese the capital necessary for building a line of railway from Chengtu to Hankow. The capital required is estimated to be Tls. 30,000,000. One of the Chinese papers states that a French syndicate is trying hard to secure the contract for building this line, but the Viceroy wishes to keep the work entirely in Chinese hands. Another project mentioned in the Chinese official *Gazettes* is a branch line from Shenchow to Changsha, which will form a section of what will be known as the Hunan-Szechuan line, which will of course connect with the Canton-Hankow trunk line at Changsha. The capital required for this particular section is only five million taels, and we note that the desire of the promoters is to prevent foreigners securing any more railway concessions, and they are therefore appealing to "Chinese officers and merchants in China and abroad" for the necessary capital. China is in short waking up, and nothing will accelerate the process more than rapid communications.

ARE THE JAPANESE OF JEWISH ORIGIN.

(Daily Press, 30th June.)

Are the Japanese the "lost ten tribes of Israel"? This strange question seems to be commanding no small amount of attention in Russia just now. A paragraph in a London contemporary refers to the subject in these terms:—"The highly fanciful theory has been started in Russia that 'the Japanese are the lost ten tribes. The idea would be grotesque were it not that 'the anti-Semitic Press has seized hold of 'it and is using it as a means for stirring 'up a new anti-Jewish outbreak. Not only 'does the *Novoe Vremya* back the theory for 'all it is worth, but day after day it declares that the Jews of Russia are sending 'money and cruisers to their new-found 'brethren of Japan. There is, unfortunately, no story too ridiculous for Russian 'popular consumption at the present 'moment, and there is some misgiving in 'Jewish circles at home as to the effect of 'this new campaign."

To be sure the notion of the Japanese being of Hebraic descent does appear extremely grotesque, but the theory is not so new as the writer of the paragraph quoted above hastily assumes. Nor did the idea originate in Russia. Thirty years ago an English, or rather Scottish, Missionary—for his name was McLEOD—propounded the theory in a badly-written and equally ill-printed book issued from a Nagasaki printing office. It was a work which the author states in the preface was "the result of 'much personal research and observation," and it was to be followed by a work of twelve volumes in which "a more accurate and 'detailed account of the origin of the Japanese, with a description of their Jewish

"belongings," would be given, but we are not aware that a publisher was found for those twelve volumes, or indeed whether they were ever written.

We had imagined that the author of this Quixotic little volume entitled *Epitome of the Ancient History of Japan* was entirely singular in his beliefs, and we are not a little surprised to observe that this somewhat whimsical theory of the origin of the Japanese has been propagated in Russia and is apparently meeting with acceptance in unexpected quarters. If it ever met with any acceptance among the missionaries in Japan, as the publication of a book dedicated by one missionary to another would seem to suggest, the idea has long since been given up as untenable. Nevertheless, in view of the attraction the idea possesses for the Anti-Semitic party in Russia, it will interest many readers to know something of the grounds on which the theory is based. It is, in the first place, declared that the Empire of Japan is peopled principally by three separate races, viz (1) the Aino race, the aborigines of the north; (2) a little race (of Malay extraction) described as the aborigines of the south; and (3) the Jewish race, who are represented as "the descendants of the princes, samurai and people of JINMU TENNO." The author claims that the ethnology and "all their belongings" prove the Japanese to be the descendants of SHEM, HAM, and JAPHET. The descendants of JAPHET are the Ainos; the Jewish race are referred to as the descendants of SHEM; while the little race must be set down as the descendants of HAM. We are naturally interested to discover in the first place how this alleged Jewish race which the author discovered in Japan travelled so far away from the land of Israel, and it is needless to say Mr. McLEOD is not very convincing on this point. If we understand the somewhat involved and incoherent statements in the book aright, the lost Jewish tribes who had been "inured to labour in building the castellated cities of the Medes" occupied China and Corea in their progress across the continent of Asia, and reached Japan about 660 B.C. and it is to this conquering race, he argues, that the country owes its castles. Ancient pictures represent the princes of JINMU TENNO "clad in the ancient armour of Assyria and Media and 'shod like the Princes of Israel with 'badger skins; they are represented wearing 'the tachi or Persian sword, and some have 'the spear formerly worn by the ancient 'Median infantry." Other ancient pictures, both Chinese and Japanese, show Jewish belongings, he says, mentioning among others Jewish temple instruments and weapons of war, while the physiognomy of the people in these pictures he declares to be peculiarly Jewish. There is such quotation from the Bible, including the Apocrypha intended to confirm—or how we better not say bolster up?—the theory which the author sets himself to establish. Thus we are told that, as it is written in II Kings xvii, 14, 15, 16, these lost tribes forsook the Lord their God, broke the covenant he made with their fathers and did as the heathen around them. The fact that the Japanese have not retained the Jewish religion is accordingly taken as proof of their identity with the lost tribes. That they have completely lost the Hebrew language is accounted for by the statement that when the tribes of Judah and Benjamin returned from captivity they had completely lost their mother tongue after an absence of seventy years; and as to the absence of Jewish names in Japan, the explanation is offered that the captive Israelites of the

tribe of Judah were given Chaldean names. We get in the book also the Japanese account of the pedigree of the MIKADO and his nobles compared with that of EPHRAIM and MANASSEH, and the mythological history of Japan is also compared with Biblical records, all proving to the satisfaction of the author the truth of his contention that the Japanese are descendants of the lost tribes of Israel. With regard to the ethnological evidence—of which most people who have dwelt a lifetime in Japan will, we venture to think, have found not a trace—we are asked to take note that when the tribes of Judah and Benjamin returned to the Holy Land they were accompanied by twelve thousand of the children of the ten tribes of Israel who had not worshipped the golden calves and who kept the covenant of circumcision. It is among the descendants of these that the author claims to have discovered the missing link in the ethnological evidence.

This fairly covers the general scheme of the book, but just now, when the world is speculating as to the future political complexion of Asia, we ought not to omit mentioning the author's prophecy that "the probability is China, Japan and Corea will again be united under the power of the Jewish race, with the Emperor of Japan at their head, as he can doubtless claim to be the head of the house of EPHRAIM, and as such has the best right to the title of TENSU." So far as we are aware no authority on Japanese early history lends any countenance to the views put forward in this book, of which not many copies probably now exist, but in view of the recognition of the Japanese as Jews by the Anti-Semitic organisations of Russia this *resumé* of the grounds on which this theory of Japanese origin is based may not be found altogether uninteresting.

MINES IN NEUTRAL WATERS.

(Daily Press 1st July.)

The laws of naval warfare in so far as they affect floating mines have naturally been much discussed by the experts since the sinking of the Japanese battleship *Hatsuse* after striking a Russian submarine mine ten knots to the south-east of Liaotshan. The fact that this mine was so far outside territorial waters, and that other mines have also been observed floating on the high seas, has led to a charge of "strewing the high seas" with mines being preferred against Russia, and support is found for the allegation in the Russian official report issued from the headquarters at Moukden by Major-General PFLOUG, which plainly stated that the battleship "struck mines set for the enemy." Curiously enough, the report of Rear-Admiral WITGERT, who is in command at Port Arthur, omits to state exactly where the disaster occurred, except that it was east of Port Arthur, nor does it claim the mine which the *Hatsuse* struck as one which had been "set for the enemy." Admiral Togo has no doubt that it was a Russian mine which sent the *Hatsuse* to the bottom, but the only evidence of its having been deliberately placed in that position by the Russians is in the telegram given out for publication by Major-General PFLOUG. As, however, telegrams from that source have so often conveyed untrustworthy information, we can hardly accept this particular statement as one to be implicitly believed. Whether any official denial has been given by Russia to the allegation has not been disclosed; but it would be inconceivable that the neutral Powers have failed to interrogate the Russian Government on the subject. In the columns of the London

Times recently there has appeared some interesting correspondence on the questions raised by this allegation. ADMIRAL SIR CYPRIAN BRIDGE, the late Commander-in-Chief of the British Squadron in these waters, figures as one of the correspondents. Admitting, he says, the correctness of the reports that Chinese junks were used for mine-laying, there is no convincing evidence that either belligerent has laid mines in "the open sea" or outside strictly territorial or directly threatened waters. "Anyone who has seen what happens, even in peace manoeuvres, when mines are laid for a brief period in unenclosed water, will know the impossibility—after only moderately bad weather—of ensuring that the mines will remain in place. It is quite common to find that some have shifted their position considerably. Mines laid in the outer anchorage of Port Arthur or at Dalny and in the bays on either side of the Liaotung Peninsula—whether by the defenders or the assailants—are likely enough to break adrift in such gales as are common in the spring in the locality in question; and some of them would probably drift out into the open sea."

Notwithstanding General PFLOUG's despatch, then, we may well hesitate to believe Russia guilty of so foul a crime against humanity as would be involved in strewing the neutral seas with explosives. The limit of territorial waters is three miles, though eminent jurists have been found to argue that the distance shifts automatically in accordance with improvements in artillery. An international conference seems desirable for the consideration of many questions relating to the rights and duties of neutrals which the *Hatsuse* disaster has raised, and not the least important of such questions are the following propounded by Admiral BRIDGE in the letter we have already referred to:—Is defending the approach to an anchorage with mines, or trying to block it up with them, to be treated as a breach of international law? Is the "due diligence" doctrine, of which we heard so much in connection with the *Alabama*, to be made applicable to the action of belligerent mine-layers for the benefit of neutrals? Is the value of mines, used either by the attack or by the defence, great enough to compensate for the direct risk to friendly ships or for the probable consequences of neutral resentment? How far does international law give a right of complaint to neutrals, after they have allowed a war to begin, if they experience inconveniences the occurrence of which might have been foreseen?

HONGKONG JOTTINGS.

(Daily Press, 27th June.)

I have heard recently of quite a small epidemic of robberies from houses in the Colony, and what is chiefly remarkable about them all is the paltriness of the booty. A demand seems to exist for watches—gold, silver and even gun-metal watches—and thieves have, it would seem, deliberately ignored articles of far greater value in the rooms they have entered. Though several of these so-called burglaries have been reported to the Police I have heard of no arrests having been made. According to the common tale these thieves invariably get up the water-pipe on to the verandah, and, as people do not sleep with their bedroom doors fastened these hot nights, access to the house is easy. There is just a suspicion in some of the cases that the house-boys or house-coolies may know more about these larcenies than they profess, for the circumstances usually seem to point to intimate knowledge of the victim's habits.

While there is no system of registration for servants in force in Hongkong the "servant problem" is always likely to be a troublesome one. The system of procuring servants which generally obtains in the Colony is one which does not give the employer that confidence in the honesty of the servant that should exist. There are undoubtedly plenty of servants to be had here, but the No. 1 will tell you he knows of only one, and the probability is that the one he knows is the one from whom he can get the biggest squeeze. If the Government will not grant the prayer of the ladies of the Colony for a system of registration, would it not be worth the while of some European—man or woman—to start a Servants' Registry Office, say in partnership with a Chinese who would act as an inquiry agent? It is an enterprise that ought to succeed.

Bearing upon this servant question I came across this passage the other day in a book written by a globe-trotting young lady:—"I did not perceive any yearnings among these ladies [European ladies] to enlighten the heathens [of China]. There seemed to me to be very little love lost between the Europeans and the natives." Quite true: there is not a great amount of love lost between them. And the main reason is that favours evoke no gratitude. Let me cite a case in point. A European lady catches a "boy" young, trains him in household duties, and teaches him English. When he feels his feet, so to speak, he deserts without notice in order to secure higher wages elsewhere. Of course, if his whereabouts can be ascertained he can be prosecuted for leaving his employ without notice, but few Europeans are found to put themselves to the trouble and inconvenience of prosecuting. The instance I have quoted represents an experience which is fairly common. It supplies an answer to the globetrotter I have quoted, and at the same time I may point out that a boy who leaves his employ without notice would stand no chance of getting employment through an efficient registry office. Thus it is seen that such an office while it would be a great convenience to European householders, would be likely to exercise a distinctly beneficial influence over the general body of Chinese domestics.

Unlicensed hawkers have a little trick of taking their youngsters out with them when going their rounds, and should a policeman appear the hawker vanishes, leaving the child with the goods. The magistrates for some time took pity on the juvenile hawkers and only fined them 50 cents or so, but they now see through the dodge and impose fines of \$5 or 14 days' imprisonment on quite young children. If the parents pay the fines—and it is really astonishing how soon impecunious Chinese find money to pay fines—well, the bigger the fine the better. But now that the police are up to the dodge, it ought not to be difficult for detectives to secure the presence of the parent—the real offender—in the dock. It is distinctly hard on the child that it should have to serve the term of imprisonment.

In a case at the Magistracy last week, in which the secretary of the Hongkong and Kowloon Wharf and Godown Co. was charged as representing the Company with failing to have certain houses at Praya East whitewashed, Mr. Looker objected to a Sanitary Board Inspector putting questions, which, he said, should be put through the magistrate; otherwise it would be putting Sanitary Inspectors appearing, not for themselves, but for the Sanitary Board, on a par with counsel and solicitors. It would, he added, not be allowed in the Supreme Court. That is true; nor would the chief of a police department be allowed to cross-examine in that Court. Had the magistrate allowed Mr. Looker's objection it would have formed the precedent for other changes of a like character in the practice of the Court. On the whole I think Mr. Kemp wisely overruled the objection, but the Sanitary Board might well consider whether they should not instruct their clerk to appear for them as similar Boards do at home. Had the members of the Board been present in the Police Court while this particular case was in progress I am sure they would be convinced of the necessity for the change. I believe no parallel can be found in England for the prac-

tice of the Sanitary Board here in authorising some half a dozen inspectors to institute and conduct prosecutions.

An eyesore in Queen's Road Central is the matting sunshades protruding from above the windows of the school adjoining the Provost Prison. If the establishment cannot afford something more respectable the authorities would confer a favour on the City by doing without sunshades altogether. While on this subject, I might also mention the matched sentry-box, just inside the gate of the barracks compound. It looks rather a mean-looking affair.

I am afraid natural history is not studied very profoundly in Hongkong, and therefore it is useless for me to set questions on the ways of the white ant. But isn't it strange that this destructive little insect should swarm into your gas globes in the summer, while in the winter they shun the light and burrow their way into your best furniture? I am told that a swarm of white ants bodes a rain-storm. I should be glad to be assured on the point. We need rain badly, and I should like to know how long a time usually elapses between a swarm of white ants and a fall of rain!

The Indian policeman is a fine-looking fellow, but who is his tailor? It is fortunate for him that the Chinese street gamin is not so caustic in his wit as the London boy of that ilk. I observed a couple of Sikh policeman yesterday walking together along the Queen's Road. One had on "high-water pants," while the trousers of the other were fashioned like the bellows of a concertina. The sight was too funny for words.

BANYAN.

THE WAR. OPERATIONS ON LAND.

[JAPANESE OFFICIAL DESPATCHES.]

JAPAN'S CASUALTY LIST AT TELISSU.

Tokyo, 26th June, 9.50 p.m.

General Oku reports that our casualties at Telissu were 217 killed, including 17 officers, and 946 wounded, including 43 officers.

[REUTER'S SERVICE.]

RUSSIA AND JAPANESE PRISONERS.

London, 26th June.

Reuter's correspondent at St. Petersburg wires that the women, children, and old men have been ordered to leave Vladivostock.

Reuter's Tokyo correspondent wires that the failure of the Russians to furnish information concerning Japanese prisoners is arousing strong resentment, and apprehension is felt regarding the treatment of the prisoners. It is probable that the American Government will be asked to make a pointed enquiry to St. Petersburg regarding the present condition of the prisoners and to arrange a system of regular reports.

GREAT BATTLE IMPENDING.

London, 27th June.

Reuter's correspondent at the Russian headquarters at Liaoyang wires that the united armies of General Kuroki and General Oku are now facing an immense army under General Kuropatkin. At least three times the number of troops engaged in previous battles are now prepared to fight. The proximity of the rainy season renders a great battle absolutely inevitable.

On the other hand a telegram from St. Petersburg asserts that General Oku is withdrawing and has apparently abandoned the intended junction with General Kuroki.

LATER.

Reuter's correspondent at Liaoyang wires that though General Kuroki and General Oku's forces have now joined and are co-operating, the advance is altogether suspended.

Reuter's correspondent at General Kuroki's headquarters says that the Russians are mounting heavy guns on the wall of Liaoyang and entrenching themselves in the plain to the south of the city.

[JAPANESE OFFICIAL DESPATCH.]

A SIX HOURS' FIGHT.

Tokyo, 28th June, 10.50 a.m.

Our Takushan army, after six hours' severe fighting on the 27th instant, occupied Fenshuiling 23 miles north-west of Suiyen.

The enemy consisted of five battalions of infantry, and two regiments of cavalry, with sixteen guns, and fled in disorder towards Tomuching.

Our casualties are estimated at 100.

[FROM OUR OWN CORRESPONDENTS.]

FURTHER JAPANESE SUCCESS.

London, 29th June, 10.45 a.m.

General Kuropatkin reports that the Japanese have captured the Fengchuling and Motienling Passes.

It is also reported unofficially at St. Petersburg that the Japanese have captured Kaiping.

[The Passes captured by the Japanese are in the Motienling range of hills, south-east of Liaoyang, and the probability is that they were taken only after very hard fighting, as the Motienling pass especially has always been regarded as a very strong position. No confirmation is yet to hand of the capture of Kaiping, but as a Japanese force was officially reported on the 22nd inst. to have occupied Hsiung-yao, which is only 23 miles south of Kaiping on the line of railway, it is not by any means an improbable story that they have reached Kaiping by now.—ED.]

ANOTHER STEP TO PORT ARTHUR.

Kobe, 29th June, 6 p.m.

The Japanese have occupied Chikwan, which is another step in the direction of Port Arthur.

Severe fighting took place but the Japanese casualties are returned as not more than 100.

THE IMPENDING BATTLE.

London, 30th June.

It is reported in St. Petersburg that serious fighting took place yesterday between the forces of General Kuropatkin and General Kuroki near Liaoyang.

[REUTER'S SERVICE.]

THE ENGAGEMENT AT FENSHUILING.

A despatch from General Kuropatkin says that the Japanese on the 26th instant occupied Motienling, Taeling and Fenshuiling passes, engaging the retreating Russians.

[This confirms the telegram from our own correspondent.—ED.]

[JAPANESE OFFICIAL DESPATCHES.]

Tokyo, 30th June, 3.25 p.m.

Our Takushan army reports the details of the occupation of Fenshuiling.

The army, forming three columns, commenced the operation for occupying Fenshuiling on the 26th inst., where the Russians had constructed a semi-permanent fortification with forts, entrenchments, wire entanglements, and abatis. They offered a stubborn resistance, but our detachments, after some fierce engagements,

succeeded in surrounding the enemy, and finally took Fenshuiling on the 27th inst.

The enemy's dead found on the main road numbered over 90, while those left elsewhere have not yet been estimated.

Six Russian officers and 82 men were captured.

Our total casualties are estimated at 170.

NAVAL OPERATIONS.

[JAPANESE OFFICIAL DESPATCHES.]

THE PORT ARTHUR FIGHT.

Shanghai, 27th June, 10.50 a.m.

Admiral Togo, reporting the details of the engagement of the 23rd instant, states that from early morning the *Peresviet*, *Pollava*, *Sevastopol*, *Bayan*, *Pallada*, *Diana*, *Askold* and *Novik* were observed trying to emerge from Port Arthur harbour led by steamers clearing mines. Thereupon our whole squadron from various directions quickly advanced and concentrated at the position pre-arranged for such an emergency.

At 11 a.m. the *Czarevitch*, *Retvizan* and *Pobieda* also appeared.

At 3 p.m. our destroyer and torpedo-boat flotilla, while obstructing the mine-clearing operation, fought and expelled seven Russian destroyers. One of them caught fire and fled into the harbour. The *Novik* approaching, our flotillas returned and joined the fleet. The enemy was seen gradually advancing south-east, then south. Our third detachment tried to entice the enemy southward.

At 6.15 p.m. the enemy came within sight of our first detachment, which had been waiting their approach. Then we manoeuvred, constantly pressing the enemy's front. At 8 p.m. the enemy changed the course to northward, apparently for Port Arthur. At 9.30 p.m. our fourteenth torpedo-boat flotilla made the first attack followed by the fifth destroyer flotilla. Thereupon the enemy hastened in disorder towards Port Arthur, but being unable to enter the harbour, anchored outside at 10.30 p.m. Thenceforth till dawn our flotillas attacked them on eight occasions, repeatedly defying the searchlights and firing from the enemy's fleet and forts. The *Shirataka* discharged two torpedoes at a battleship of the *Peresviet* type, which was observed to become enveloped in flames and sink.

The effects of our firing were not distinctly visible, but one battleship of the *Sevastopol* type and two first-class cruisers of the *Diana* type also were seen the next morning to have lost the freedom of navigation.

On the 24th instant till 4 p.m. the enemy gradually entered the harbour, some being towed.

Our damage was slight, as previously reported.

[REUTER'S SERVICE.]

RUSSIAN NEWS OF THE PORT ARTHUR FIGHT.

London, 27th June.

In St. Petersburg, the only official news of the naval fight is a despatch from General Witgert stating that the fleet had gone out and attacked the Japanese. The result is not known, but reports have caused the deepest dejection, mingled with bewilderment owing to six Russian correspondents having reported that the Russians were victorious.

COUNT TOLSTOI ON THE WAR.

London, 27th June.

Count Tolstoi in an extraordinary nine-column letter to the *Times* violently assails

the Tsar; he denounces the war as ascribable to the immoral ambitions of men sitting in their palaces and appeals to the people to refuse to go to the front.

RUSSIAN TORPEDO ATTACK AT GENSAN.

Tokyo, June 30, 7.15 p.m.

Our Consul at Gensan reports that early on the morning of the 30th inst. six Russian torpedo-boats entered the port and fired about 200 shots upon the Japanese settlement, sunk one steamship and one sailing vessel, and then rejoined three ships outside the harbour and disappeared.

Two Koreans and two soldiers were slightly wounded. The damage done to the buildings was insignificant.

THE ATTACK ON JAPANESE TRANSPORTS.

NARRATIVES OF SURVIVORS.

The *Kobe Chronicle* of the 18th inst. reporting the disaster to the *Hitachi-maru*, says:—

The various narratives of survivors and reports of officials show that the *Hitachi-maru* and *Sado-maru*, both fine 17-knot steamers, and formerly European liners of the N.Y.K., left Shimonoseki early on Wednesday morning for a destination which we are not at liberty to disclose. The weather was bad, with rough seas and a heavy mist, so that it may be presumed that the chances of escape of the steamers were greatly lessened by the fact that before the Russian squadron was sighted it was already only one or two miles away. The warships announced their purpose by firing three shots across the bows of the *Sado* and *Hitachi*, both of which endeavoured to show a clean pair of heels, and continue on their course at full speed. Escape, however, was impossible, and both vessels soon realised the necessity of shutting down steam in order to remain afloat, for there is little doubt that the vessels could easily have been sunk had they attempted to disregard the fire of the cruisers. As it was the Russians seem to have delivered a shell fire which did considerable destruction. The steamers brought to a stop, were told that the non-combatants, crews, etc., would be allowed to take refuge on the warships, but the troops were given an hour in one case and forty minutes in the other to clear from the vessels. This was no easy matter, for it seems that a high sea was running at the time, and several of the *Hitachi's* boats were capsized in the attempt to get away. As in the case of the *Kinsui-maru*, many of the officers committed *harakiri*, and others shot themselves rather than fall into the hands of the enemy. When the time allowed for escape had expired, a warship approached to within a hundred and sixty yards of the *Hitachi* and deliberately torpedoed her, whereupon she quickly sank, carrying down with her, it is believed, the great majority of those who had left Shimonoseki that morning. The latest reports to hand estimate the number of men belonging to the *Hitachi* who perished at one thousand, and it is to be feared that the majority of these went down with the ship. Contradictory reports have been received regarding the fate of the *Sado-maru*; but it appears that this vessel did not sink though she was greatly damaged. A number of refugees have reached various ports, and their accounts show that about a hundred men at the outside belonging to the *Sado* lost their lives. To cap this story of disaster, as two steamers were leaving Shimonoseki Straits on Thursday with the object of extending any help that may be required, they came into collision, the result being that one was sunk. We have been unable to ascertain with certainty the names of foreigners engaged, and, in view of the constant changes, it would be wrong to make what would be little else than a guess. There is no reason to think, however, that they are among those who have perished, as it is most probable they are on the Russian warships.

Altogether says the *Kobe Chronicle* of the 19th inst., there were at the time of the disaster seven foreign officers on board the two vessels—three on the *Hitachi* and four on the *Sado*.

Those on the *Hitachi* were Captain Campbell (in command), Mr. Bishop, Chief Officer; and Mr. Glass, Chief Engineer; and on the *Sado* Captain Anderson (in command), Mr. Dring, Chief Officer; Mr. Kerr, Chief Engineer; and Mr. Carmichael, Second Engineer. We learn by telegram from the Ujina office of the Nippon Yusen Kaisha that of these officers Mr. Kerr is the only one known to be saved. Reports in the vernacular papers lead to the supposition that some have lost their lives, but it may still be hoped that most of the officers were taken on the Russian vessels. From a Sasebo dispatch to the *Asahi*, Captain Anderson, of the *Sado* has been saved and is well at Okinoshima, while the same journal states that Captain Campbell, of the *Hitachi*, went down with the ship. The message speaks in the highest possible terms of the gallant conduct of Captain Campbell. "He coolly died at his post with the Japanese military officers, and his conduct merits the sympathy of the whole nation. The fact that he placed more value upon his duty than upon his life is truly admirable." The message adds that Captain Campbell served for twenty years as captain of Nippon Yusen Kaisha vessels, and rendered distinguished services to Japan during the Japan-China War. That Captain Campbell would do his duty nobody who has met him would doubt for a moment, but we join with our *Kobe* contemporary in sincerely trusting that the news of his death may prove incorrect. Other dispatches, though not actually announcing the death of the European officers, agree that their behaviour during the disaster was admirable in the extreme, and all that could possibly be expected.

HOW THE RUSSIAN COMMUNICATIONS ARE GUARDED.

An interesting account is given in the *Novoe Vremya* of the methods adopted by the Russians for keeping watch over the Manchurian railway. The writer says:—

The two attempts made to destroy the Manchurian Railway, the first by two disguised Japanese officers, and the second by five Chinamen, who placed dynamite cartridges on the permanent way just before the passage of a train, show that this is a danger which we must reckon with seriously. Let us see how the work of guarding the line is carried out.

This service requires a special force of frontier guards, consisting of fifty-five squadrons of cavalry, fifty-five companies of infantry, and six batteries of artillery; altogether 25,000 men, spread over a stretch of country about 1,250 miles in length. This number, seemingly, is inadequate, but, although the troops never know what point is threatened with attack, the bandits are equally at a disadvantage, as they may come into collision with a detachment of the railway guards, who are constantly patrolling not only the entire length of the railway line, but also the country for thirty miles to the right and left. Moreover, the work of the patrols is facilitated by the fact that the Chinese have a horror of the darkness, shutting themselves up in their houses at sunset, and not emerging again until it is broad daylight.

For the Hunhuses, however, not only does night possess no terrors, but they prefer to carry out their misdeeds under cover of darkness. There is consequently no doubt that a man captured at night is either a Hunhu or a Japanese in disguise. By day it is difficult to distinguish peaceful Chinamen from Hunhuses, the only difference being in the arms carried by the latter. After an attempt on the line the bandits make off at full gallop in the direction of the villages. They hide their arms, and then, with the most natural air in the world, confront the soldiers mingled in the crowd of villagers, who do not dare to denounce them for fear of subsequent vengeance.

Besides hunting Hunhuses, the frontier guard has to defend the railway from possible attacks by Chinese regular troops. Bridges, tunnels, and all the principal points are defended by strong detachments with artillery. The Chinese soldiers and the Hunhuses are dangerous in this sense, that they compel us to scatter our forces. The soldiers are not braver than in 1900, but it is difficult to get out of the way of a dynamite cartridge, which is always easy to lay on the rails at the time when a train is passing. What is especially important is to

prevent the execution of an outrage which would stop railway communication for a prolonged time. In this connection we can be sure that, stimulated by the indefatigable activity of the chief, General Tchitchagoff, the frontier guard will be fully equal to the task before it.

SUPREME COURT.

Monday, 27th June.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR W. M. GOODMAN (CHIEF JUSTICE).

AN UNDEFENDED SUIT.

The Hing Lung shop sued Ng Lau Tong for \$2,250.10, being balance due for 13 cases of curios, etc. Mr. P. W. Goldring, solicitor, of Mr. John Hastings's office, represented the plaintiff. Defendant was unrepresented.

The plaintiffs in their statement of claim said that they were curio dealers carrying on business at No. 15, d'Aguilar Street. Defendant was compradore to Messrs. Macgregor Brothers and Gow, merchants and shipowners, 4, Des Voeux Road. On 8th July, 1903, an agreement was made between the plaintiffs and the defendant, whereby the plaintiffs undertook to deliver to the defendant when he should so request certain goods for sale on terms, *inter alia*, that upon the expiration of four Chinese months from the date of delivery the defendant should (unless he then returned such if any of the goods as were unsold) pay to the plaintiffs the price of the goods or any balance of the price then outstanding. The price was agreed at \$3,225. On the 9th September, pursuant to the agreement, the plaintiffs delivered to the defendant at his request and the defendant gave plaintiffs a written memorandum of the agreement. Plaintiffs craved leave to refer to this memorandum at the trial. The said period of four Chinese months expired on 5th January, 1904, but the defendant had not returned such if any of the goods that were unsold and had only paid the defendant \$1,025 of the price, leaving a balance of \$2,250.10 which they now sought to recover.

His Lordship said he understood that the defendant had filed no statement of defence, and consequently, by Section 300 of the Code, was not entitled to be heard in that Court. Plaintiff, he understood, was prepared to give evidence to prove his claim.

Ma Tsin Hop, the master of the plaintiff shop, went into the witness-box and gave evidence, after hearing which,

His Lordship gave judgment for the plaintiffs.

Thursday, 30th June.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

THE PO FUNG BANK.

The hearing was continued of the case in which upon the application of the Official Receiver, the Court had ordered that an issue be tried as to whether Lo Yuk Shang, Kwong King Tong and Kwong Yik Lam were partners in the Po Fung Bank at the date of the petition in bankruptcy being filed, or at such other date as the Court may determine.

Mr. John Hastings, solicitor, appeared for the Official Receiver; Mr. M. W. Slade, barrister (instructed by Mr. H. W. Looker, solicitor, of Messrs. Deacon, Looker and Deacon), appeared for the men alleged to be partners in the bank; and Mr. S. W. Tso, solicitor, and Mr. O. D. Thomson, solicitor, represented certain creditors.

Mr. Slade in his concluding address said the issue which his Lordship had to decide was whether these men were partners in the Po Fung Bank. It was a very serious question for all the partners. It was also a very serious matter for the defendants, for if it was held that they were partners their money would all be swept into the net of the Official Receiver. So

far as regarded the principal witnesses for the Official Receiver, they were all equally interested in establishing the evidence they had come there to swear. The burden of proof lay on the plaintiff to prove that these men were partners. As to the evidence for and against the defendants, there was the evidence of various witnesses as to their recollection of conversations held with these defendants, most of them two or three years ago; then there was the evidence of various witnesses who said they saw Lo Yuk Shang and Kwong Yik Lam at the Po Fung just after the failure at the meeting of creditors, taking part in the proceedings as though they were creditors; and thirdly there was the evidence of the various lists made by the managing partner, Kom Tai Yuk. The evidence of conversations which were not admitted to be true was the most unsatisfactory form of evidence to establish against any man, and all the other witnesses called by the Official Receiver were very much interested in the result of this action. Mr. Slade in concluding his address stated that there was nothing in the books to show that the defendants were partners in the Bank.

Mr. Bruce Shepherd (Official Receiver), in reply to his Lordship, stated that the books showed the two bankrupts to have been partners in the Bank; but the defendants were not mentioned except as depositors.

Mr. Hastings, in his address said he represented the Official Receiver and through him the creditors. The issue as to whether these men were partners was a difficult one to come to a decision upon. The fact that the Official Receiver had proceeded only against these three men must not be taken as an admission that they were the only partners, for he had only proceeded against those in respect of whom he had direct evidence on their declarations or otherwise as to their partnership. Those whom there was only hearsay evidence concerning their partnership had not been proceeded against. The sole question therefore was not who were the partners in the bank, but were these three men partners? The evidence adduced contained specific evidence that these three men were partners—declarations made for a definite specific purpose, to obtain business for the bank, and in the course of canvassing friends and other persons to give their business to the bank and deposit their money in it. No doubt most of the parties who had given evidence were interested as creditors, but on the other hand these persons had the strongest interest in remembering what was said and taking a note of it at the time and treasuring it in their memories because it concerned the mode of dealing with the bank and depositing their money in it. Both the bankrupts were men of straw. The creditors there were men of business who had deposited large sums with the bank, some of them \$8,000 and \$12,000; and they would not have dealt with this bank unless they had made enquiries and found out that there were substantial men at the back of it. That they did so was shown by the fact that the bank owed them \$120,000.

His Lordship deferred judgment.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUISNE JUDGE.)

LOSS OF GOODS.

Kowa Lung Kee sued Cheung San for \$337 in respect of damages for the loss of 60 bundles of goods which the defendant had undertaken to deliver, the goods having been handed over to the wrong party under an alleged forged delivery paper. Mr. John Hastings, solicitor, represented the plaintiff, and Mr. G. K. Hall Brutton, solicitor, the defendant.

His Lordship gave judgment for the plaintiff with costs.

A DENTIST'S ACCOUNT.

Dr. Noble & Co., dentists, sued R. M. Ezekiel for \$260 for services rendered and teeth, etc., supplied. Mr. John Hastings, solicitor, appeared for the plaintiffs. Defendant was absent.

His Lordship, after hearing evidence by Dr. L. R. Peel, of the plaintiff company, gave judgment for the plaintiff with costs.

HONGKONG SANITARY BOARD

A meeting of the Sanitary Board was held in the Board Room on the 30th ult. Dr. J. M. Atkinson presided, and there were also present Hon. P. N. Jones (Vice-President), Hon. A. W. Brewin, Registrar-General; Mr. F. J. Badeley, Captain of Police; Colonel W. E. Webb, R.A.M.C.; Mr. Lau Chu Pak, Mr. Fung Wa Chun; Mr. A. Rumjahn; Hon. H. E. Pollock, K.C.; Mr. E. A. Hewett; Dr. W. W. Pearce, Medical Officer of Health; and Mr. T. A. Hammer (Acting Secretary).

PROSECUTIONS.

Mr. HEWETT had given notice that he would move as follows: "That no prosecutions be instituted by any Officer deputed by the Board under Section 30 of the Public Health and Buildings Ordinance, 1903, until the matter has been approved of by the President of the Sanitary Board, or in his absence, by the Vice-President."

Mr. LAU CHU PAK minuted:—"I doubt if the President or Vice-President can go round and verify every report made by the inspectors. Every officer of the Sanitary Board should be held liable for the proper and satisfactory performance of the duties delegated to him. In the case in question I am of opinion that if anyone was to blame those who were in favour of the existing bye-laws were to blame. They give too much power to the officers to do things according to their own fancy. A sub-committee should be appointed to reconsider the bye-laws, and the Secretary should be instructed that at all times before issuing notices on the strength of the inspectors' reports he must consult the M.O.H."

Mr. RUMJAHN minuted:—"From what I can gather the proceedings against the Godown Co. have certainly brought upon the Board, or more strictly speaking the administration of the Sanitary Department, the opprobrium of the public. The time has now come when the system—an inheritance of the old Board and not a creation of the present—should be remedied, thoroughly overhauled; but it cannot be gainsaid that matters have improved under the new regime and progress has been the order of the day since the constitution of the present Board. It might not be generally known that the Sanitary Board is not responsible for the selection and appointment of any of the officers who are chosen to carry out regulations in the name of the Board; and further, that the correspondence of the department and practically all proceedings against offenders, real or supposed, are carried out in the name of the Board generally without the knowledge and consent of its members as a whole."

Mr. HEWETT in proposing his motion said he was not a member of the Board when the present Building Ordinance came into force, but he knew what arguments were put forward at the time certain officers were appointed to act for the Board under Section 30 of the Ordinance, and that the very serious question arose afterwards regarding the manner in which this very important branch of the work was carried out. He expressed dissatisfaction with the system, but the majority of the members did not agree with him, and the matter was dropped. Since then there had been another case to strengthen him in his opinion that the proposal made over a year ago that prosecutions be conducted by the inspectors was not calculated to facilitate the work of the Board. On the 11th April a notice was sent to the Secretary of the Godown Co., calling upon him to have certain work done in the servants' quarters of three European houses belonging to the Co. He was a director of that Co. himself and therefore had a small interest in it, but that had nothing to do with this matter. Mr. Osborne put the notice into the hands of his European overseer, and to the best of his belief the work was carried out. Some time afterwards Mr. Osborne received a letter stating that the work had not been done. Mr. Osborne wrote twice saying that the work had been properly carried out, and that he did not think it was the wish of the Board to worry people unnecessarily, and asking that the matter be brought to the notice of the Board. The only redress Mr. Osborne had was to appeal to the Council. He sent his overseer

to look up the inspector of that district, who visited these houses with Mr. Craddock and pointed out the work required. It was carried out, and Mr. Osborne saw it and was satisfied that he had done everything he possibly could to meet the wishes of the Board. It was not until some time later, when he received a summons to appear at the Police Court, that he found the work had not been carried out. It was distinctly wrong that such important work should be relegated to subordinate officers of the Board which, in this case, resulted in the dismissal of the summons against the Godown Co., for they might find themselves in a false position and they might individually and collectively as members of the Board be held responsible for the acts of the servants of the Board. This case clearly proved that it was very wrong that this work should be put into the hands of the inspectors, and therefore to prevent the recurrence of such a thing he brought forward this motion. There were an enormous number of prosecutions constantly being taken against Chinese, and he thought he had reason for fearing that similar mistakes or indiscretions were committed with regard to the Chinese of which they heard nothing. It was very evident that they must do everything they possibly could to see that the work under this section of the Ordinance was carried out without friction, more especially with regard to the lower class of Chinese. He would have preferred to have made the Secretary or Assistant Secretary responsible for the duties mentioned in his motion instead of the President or Vice-President. At any rate it was absolutely imperative in order to secure the proper and satisfactory working of this thing that prosecutions should not be undertaken without the knowledge of and before the facts of the case had been gone into by one member of the Board.

Hon. Mr. POLLOCK seconded the motion. He thought it desirable that before any prosecution was instituted it should be approved by some member of the Board. The President would be the most suitable member for that purpose. There could be no doubt the inspectors always endeavoured to do their best in the matter of these prosecutions, but unfortunately, as had happened in this case of the Godown Co., some mistake seemed to have been made. It would be more satisfactory in the future if prosecutions were not instituted without the sanction of the President or the Vice-President.

Mr. RUMJAHN had no hesitation in saying that the Godown Co. had been unnecessarily worried over a very trivial matter. It was clear that the Secretary of the Company did all he possibly could to satisfy the wishes of the inspector, and he should not have been allowed to push the matter to the extreme by bringing the case before the Magistrate, in view of the fact that in default of limewashing to the satisfaction of the Board only can that prosecution be instituted. If the Godown Co. had been so much worried, managed by an Englishman who up to a few months ago was a member of the Board himself, what treatment could the ignorant Chinese expect to receive at the hands of the officers of the Department should he come in contact with them? It was fair to say that the management of the Department under Dr. Pearce had vastly improved, but there was still much room for great improvement. He was afraid the time, demanded by Mr. Hewett's motion, of the President or Vice-President could not be spared because in dealing with applications for summonses inspection of the premises or such other matter would have to be made. He would propose as an amendment that no prosecutions be instituted by any officer deputed by the Board under section 30 of the Public Health and Buildings Ordinance 1903, until the matter has been approved of by a committee consisting of the M. O. H. and two unofficial members of the Board.

Mr. LAU CHU PAK seconded. It was bad policy, he said, to allow any of the sanitary inspectors to interpret the law in their own way and give them a free hand, which led them to believe that they were responsible only to one or two of their superior officers and to ignore others. Now when the new overcrowding law was being strictly enforced there were sure to be every day a good many notices, both written

and verbal; and if every visiting inspector was authorised to order some alterations to be made or something removed the people would not know whose instructions were correct and whose to obey. In justice to Dr. Pearce he must say that since he took over the office of M. O. H. he had done a great deal to remedy the evil, but as Mr. Rumjahn had pointed out there was still much room for improvement. Many instances had come to his knowledge which created confusion and would have resulted in unnecessary prosecutions if not checked in time. Members were perhaps aware that there were among the inspectors men who were very ignorant as to their duty and who seldom condescended to explain things to the Chinese, but simply jotted down a few almost illegible notes and strutted away leaving the Chinese to find it out. Mr. Lau Chu Pak proceeded to mention several cases illustrating the evil to which he referred.

The PRESIDENT moved as an amendment to the proposed amendment that the present procedure remain as it is. The Board by resolution had deputed certain officers to perform certain duties. Amongst these officers the sanitary inspectors were deputed under the new Ordinance at the meeting of the Board on 19th February, 1903, to institute summary proceedings before a Magistrate under Section 30 when instructed in writing by the Medical Officer of Health, the Sanitary Surveyor or the Colonial Veterinary Surgeon. At the following meeting the senior inspectors were similarly appointed. The procedure which was now in force with regard to illegalities was that the district inspectors on their rounds were supposed to notice any contraventions of the sections of the Ordinance or of the bye-laws; such contraventions were reported by them to the senior inspector, and at the same time the district inspector issued a small notice on the tenant calling attention to the defect; the senior inspector's duty then was to verify this notice which had been sent by the district inspector; he then applied to the Secretary for a legal notice or letter which was issued by the Secretary and if the illegality was not remedied by that means the matter was reported to one of the M.O.H.'s, the Sanitary Surveyor or the C.V.S. as the case might be, who decided whether a prosecution should take place or not. In all doubtful cases the senior inspectors had been instructed by the M.O.H. to consult one of the M.O.H.'s before requisitioning the Secretary for either a legal notice or a letter. With reference to the case of the Godown Co.'s houses he regretted that he was not aware that such a prosecution was instituted, and if Dr. Barnett had consulted him in the matter he could easily have explained how it was that the work required to be done was not fully understood by Mr. Osborne. Dr. Barnett did not know that Mr. Osborne was formerly a member of the Board and had been away on leave in England for 12 months, during which the Board had on the recommendation of the M.O.H. somewhat modified the requirements with reference to the domestic cleanliness and limewashing bye-laws—in other words, they insisted upon the under surfaces of the roofs, staircases and verandahs, in the servants' quarters especially, being limewashed. Since it came to his knowledge that this prosecution had been heard by the Magistrate he had requested Dr. Pearce to visit the premises and report. Dr. Pearce said that the houses were not properly limewashed in July and August last year, when they should have been done. It was only just, he thought, to the officers concerned to go into the facts fully. Ultimately some limewashing was done in December, but not satisfactorily. Dr. Barnett could have ordered a prosecution for that, but for the fact that the next limewashing period, January and February, was so near at hand. No limewashing was done in January and February. A notice calling attention to the dirty condition of certain parts of the premises was sent to the owners in March. That was followed by two letters saying it was unsatisfactorily done. In addition to that Inspector Lyon twice visited the premises with Mr. Craddock, who was on one occasion accompanied by a compradore, and pointed out how the limewashing bye-laws had not been complied with and that the under surface of the roof in the coolie

quarters and the verandahs had not been touched. On the 25th of May Dr. Barnett visited the place for the second time and found the necessary work was not done. He explained to the compradore that unless it was done they would be prosecuted. On 9th June Inspector Lyon reported that the work had not been done, and there was no other course left for Dr. Barnett but to order a prosecution, which he did. Unfortunately he prosecuted under Section 4, sub-section 26, of the Ordinance instead of for a breach of No. 5, of the Domestic Cleanliness and Ventilation Bye-laws, and for that reason, he took it, the Magistrate decided against the Board. He visited the premises on the 25th June and found the manner in which the limewashing had been done unsatisfactory. The Crown Solicitor had also visited the premises and he reported similarly. He regretted that a gentleman who had served on that Board should have been treated in this way, because he was sure a personal interview with Mr. Osborne would immediately have cleared a way out of the difficulty. He had written and told him exactly what he thought was the reason for the prosecution being instituted, and referred to the fact that during his absence certain conditions had been introduced in and were now insisted on with regard to limewashing which were not the custom in former years. Personally he thought the whole trouble had arisen between the overseer and the inspector. Many of the firms in Hongkong had difficulty in getting suitable men as overseers. The inspector told this man exactly what he wanted done. These overseers in many cases were unreliable. With reference to Mr. Hewett's resolution, he might mention that 1,258 prosecutions were instituted last year at the instance of the Board. If, as had been suggested, one officer should have to approve of these prosecutions it would entail amongst other things that he should ascertain that the person to be prosecuted was the actual offender which might involve visits to the Land Office. Personal visits would have to be made in many cases to verify the existence of contravention; and practically he would have to perform the greater part of the duties of 18 sanitary inspectors and three Medical Officers of Health. On the face of it he thought it was impracticable. As showing that the officers had been doing their utmost to improve matters, last year there were 770 prosecution for dirty premises and failing to cleanse and limewash. Up to the 28th inst. the prosecutions had been only 94 against 355 in the corresponding six months of last year. This great diminution was due to the general cleansing of tenement houses by the people under supervision of the Board's Officers and showed that the Board's Officers had been doing their utmost to raise the standard of domestic cleanliness and had to a great extent succeeded and should at once dispel any illusion as to the Board's Officers prosecuting people indiscriminately or unjustly as had been insinuated. The explanation why Mr. Osborne's letter of 9th May was not answered was that the Assistant Secretary saw Mr. Osborne afterwards and understood from him that the work would be done, and so the letter was set aside in that belief. He and the M.O.H. would always be glad to receive complaints from members or the public, and full enquiries would be made and the officer at fault punished. This had been done in certain cases during the last few months. One inspector was fined and another was dismissed.

Hon. Mr. BREWIN in seconding the President's amendment said that after the explanation they had heard there was nothing in the case to justify any alteration. If Europeans had any complaints against the action of subordinate officers of the Board they had their remedy in writing to the Board or the newspapers or approaching one of the members. The Chinese had their remedy in going to him or the M. O. H. or Mr. Lau or Mr. Fung. With these precautions he saw no reason why the inspectors should not be entrusted to carry on this work under the present rules.

In reply to Hon Mr. Pollock.

The PRESIDENT said Mr. Osborne's letter of 9th May was not submitted to the Board because of the fact that the Assistant Secretary subsequently had the interview with Mr. Osborne and it was understood that the work was going to be done.

Mr. HEWETT replying said the case of the Kowloon Wharf and Godown Co. must be taken merely as an instance. The President admitted that if Dr. Barnett had placed the matter before him there would have been a discussion, and no prosecution would have been instituted. He thought that the President's speech clearly proved that the matter should have been put before him or the Vice-President. It would not be necessary for the President or Vice-President to go to visit the premises but they would rely on the information before them except in extreme cases. He thought the President's own speech was entirely in favour of his motion.

The President's amendment was carried by the casting vote of the President. The voting was:—For the President's amendment—the President, the Vice President, the Registrar-General, the Captain of Police and Colonel Webb: against—Mr. Hewett, Mr. Pollock, Mr. Lau Chu Pak, Mr. Fung Wa Chun and Mr. Rumjahn.

A CONVENIENCE AT THE PEAK.

The reply of the Government to the Board's recommendation re the erection of a latrine for coolies at the Peak near the tramway terminus was to the effect that it must stand over till the site of the new tram station had been fixed.

CLOSING A WELL.

The M.O.H. recommended the closing of a well between 76 and 78A, First Street, on Inland Lot No. 629.

The PRESIDENT moved that the recommendation be approved.

Mr. HEWETT seconded and the motion was agreed to.

LIMEWASHING.

The limewashing return for the past fortnight showed that 3,128 houses in the Central District and 1,392 in the Western had been dealt with.

RATS.

During the two weeks ended 27th ult. 1,055 rats were caught. Of these 82 were infected with plague.

APPLICATIONS.

Several applications for exemptions, etc., were disposed of, among them being one by Mr. E. H. Sharp, K.C., under Section 139 of the Public Health and Buildings Ordinance, 1903, for a permit to erect and maintain a screen on the verandah of No. 18, Bank Buildings.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 7th June, 1904, at 3.45 p.m.,

PRESENT:—Messrs. E. A. Hewett (Chairman) D. R. Law (Vice-Chairman), Hon. W. J. Gresson, Messrs. N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, A. G. Wood and A. R. Lowe (Secretary).

MINUTES.

Minutes of meeting held on 11th ultimo were read and confirmed.

NEW MEMBERS.

The Secretary reported that since the last meeting the following had been elected to membership subject to the confirmation by the Members at the next Annual Meeting:—

Fire Insurance Association of Hongkong. Abdoolally Ebrahim & Co.

ST. LOUIS EXPOSITION.

Read letter from the Philadelphia Commercial Museum inviting Hongkong business men visiting the Exposition to make use of the Institution's Special Office in the Manufacturers' Building, where information on all American trade matters can be obtained.

QUARANTINE REGULATIONS.

Letters were read from the Hon. Colonial Secretary informing the Chamber that the Governments of Siam, Madras and Bengal had declared Hongkong to be infected with plague.

KOWLOON-CANTON RAILWAY.

Read answer to the Chamber's representations to the Government on the subject of the Kowloon-Canton Railway in which it was stated that His Excellency the Officer Administering the Government is sparing no efforts which are likely to assist in bringing about as speedily as possible the realisation of the project.

HEALTH OFFICER OF THE PORT.

The following correspondence was read:—
Hongkong, 14th May, 1904.

Sir,—I have the honour to refer you to my letter of the 28th January and your reply of the 24th February last with regard to the question of the medical inspection of steamers under the present system, and I now beg to convey to you, for the information of His Excellency the Officer Administering the Government, the Committee's extreme regret at the decision arrived at by the Government in this matter.

They desire me to point out that as far back as three years ago the Chamber represented to the Government the necessity that existed of employing two medical Port Officers whose whole time would be devoted to the inspection of vessels, unless the right of private practice amongst the shipping be conceded to them, and also that an additional launch should be placed at the disposal of the Department. His Excellency Sir Henry Blake recognised the need for further assistance to the existing staff and implied that a more radical change in the Officers would have been made had it not been for the long service of the present Health Officer of the Port, and it was understood that the recommendations of this Chamber would be approved if the system then brought into force still proved ineffectual.

With regard to your defence of the present officers my Committee do not dispute the fact that cases arise when it is impossible for Dr. Keyt to diagnose a case at first sight, but they are strongly of opinion that needless delay of steamers should not be occasioned by the necessity of awaiting the convenience of the private practice ashore of the Health Officer or his partner. This point was fully touched upon in the 5th paragraph of my previous letter, and with reference to Dr. Keyt's powers it may be remarked that however wide they are he would naturally be diffident in exercising them, in consequence of the position he holds *vis-a-vis* his superior.

During the Summer and Autumn sessions the work of the Health Officer of the Port is much increased, and there is often necessity for two Officers on duty in the Harbour at the same time, especially in the forenoon. In addition to this when emigrant ships have to be passed the services of one Officer are required for a considerable time. The consequence is that other vessels are kept waiting for an unreasonable period, which could be avoided were another Officer always available for this work.

The work of the Officer is also delayed by the slowness of the present launch employed. It has been described as one of the slowest launches in the Harbour, and, as many anchorages in the Harbour are a considerable distance from one another, much valuable time is lost to the Health Officer, and money to shipowners, through the consequent detention of the ships. His Excellency the Officer Administering the Government will doubtless readily recognise that this state of affairs should not exist in such an important port as Hongkong, and the Committee will be glad to learn that two faster launches will be placed at the disposal of the Health Officer of the Port's Department to remedy this matter.

The Committee of the Chamber has always been of opinion that the continued prosperity of the Colony depends on the increasing facilities available to shipping, and it is probable that only so long as it remains a cheap port will its pre-eminence last. Quickness in despatch is a great factor in producing this result, and Hongkong should not lag behind any other port in the arrangements made by the Government to avoid delays. In my previous letter it was pointed out that the funds derived from the shipping were more than ample to meet the cost of the establishment of a Health Officer of the Port Department, whose staff would be solely available for the Government work amongst the shipping.

I have the honour to be, Sir,

Your obedient servant,

(Sd.) A. B. Lowe.

Secretary.

Hon. A. M. Thomson, Colonial Secretary.

COLONIAL SECRETARY'S OFFICE.

6th June, 1904.

Sir,—With reference to your letter of 14th May, I am directed to state for the information

of your Chamber that His Excellency the Officer Administering the Government has carefully considered the question, but regrets that he does not see his way to carry out the recommendations made with reference to medical inspection of steamers.

I have the honour to be, Sir,

Your obedient servant,

(Sd.) S. B. C. Ross.

for Colonial Secretary.

The Secretary, Chamber of Commerce.

The Secretary was instructed to reply that the decision of His Excellency the Officer Administering the Government had been noted with regret.

TARIFF QUESTION.

The following letters were read:—

Hongkong General Chamber of Commerce.

Hongkong, 13th May, 1904.

Sir,—I am directed to acknowledge the receipt of your letter of the 27th ultimo inquiring whether the Chamber had any remarks to offer on the Tariff Question or whether it is in a position to furnish any statistical or other information relating to this Colony with reference to a similar communication from the Secretary of the Tariff Commission to the Government.

With regard to statistics of trade, the Government is well aware that apart from those relative to shipping and published in the Harbour Master's annual report, there is no reliable data to work on. The trade of the port of Hongkong is almost entirely that of transshipping, due to its unique position at the mouth of the river on which the chief markets of South China are situated. The local productions of the Colony are practically non-existent, and the manufactures are at present limited to refined sugar, cotton yarn, rope, cement and the building of launches and river steamers.

From an Imperial point of view it is obvious that if British shipping is to hold its position against foreign competitors equal facilities should not be granted the latter in British ports unless the same favourable treatment is accorded British shipping in their ports. In the majority of cases this is denied to British shipping.

On the other hand an enormous volume of trade, a large percentage of which is not British, centres in Hongkong for distribution to China, the Philippines and other non-British territories, and it is of vital interest to Hongkong that every endeavour should be made by this Colony's Government to attract this foreign trade to the port.

His Excellency the Officer Administering the Government will therefore, the Committee trust, take steps to keep before the home authorities the impossibility of viewing the question of fiscal reform from a strictly Imperial point of view when the time comes for fixing the part Hongkong is to play in the movement, and I am to state that the business community of this Colony as represented by this Chamber is watching the various stages which the movement is taking in England with great interest. My Committee will therefore be glad if His Excellency will kindly give instructions to forward copies of any communications on the subject so that, should it ultimately be decided to seriously deal with the whole question, full opportunity will be available to the Committee for advising him of their views on the various points which are calculated to affect the trade of Hongkong.

I have the honour to be, Sir,

Your obedient servant,

(Sd.) A. R. Lowe.

Secretary.

Hon. A. M. Thomson, Colonial Secretary.

Colonial Secretary's Office.

16th May, 1904.

Sir,—I am directed to acknowledge with thanks the receipt of your letter of the 15th instant and to inform you that copies of such communications as may be sent to this Government on the subject will be forwarded from time to time for the information of your Chamber.

I have the honour to be, Sir,

Your obedient servant,

(Sd.) S. B. C. Ross.

for Colonial Secretary.

The Secretary, Chamber of Commerce.

DEVELOPMENT OF KOWLOON.

Old Hongkong residents who in the days of a more stable dollar and less competition in the markets made their "little pile" and returned to enjoy life's autumn in the homeland would, if they revisited the old Colony in the present year of grace, be astonished at its growth and the still abounding signs of further development. What is true of the Island is no less true of the old British territory on the opposite side of the harbour, and the intention of this article is to convey some idea of its present state of development.

The growth of Kowloon during the past few years has been really marvellous. Not only has it become increasingly popular as a European residential area, but it has also become a manufacturing and industrial centre of growing importance. First and foremost among the industries we must place the extensive iron-foundry, shipbuilding and docking establishment belonging to the Hongkong and Whampoa Dock Co. at Hunghom. Here there are three large dry-docks and as many slips, and river steamers or other craft are continually in course of construction; while more damaged craft are repaired there than at any other yard in the Far East. The engineers and other European employees have free quarters in a long row of houses in the dock compound—an arrangement as convenient for the men as it is advantageous to the Company. The Cosmopolitan Dock and other works belonging to the same Company, are situated at Fuk Tsun Heung, formerly known as Sam Shui Po. At Hok-ün are the extensive works of the Green Island Cement Co.; the patent slip and shipbuilding yard of Messrs. Bailey & Murphy; and a large match-factory. On the main road, south of Hunghom, is a large glass-works. There are also several Chinese boat-building establishments. Towards Kowloon Point are numerous coal-yards near the wharves and large godowns belonging to the Hongkong and Kowloon Wharf and Godown Co. The scene is entirely businesslike, and there is every indication of still further developments.

The developments now in progress at Kowloon are numerous. To begin with Messrs. Punchard, Lowther & Co. are constructing a Naval coaling pier, estimated to cost £100,000, near the Torpedo Depot. The work, which was commenced in January, has to be finished in three years—it may be finished in two. In shape the pier will be something like the trunk of a tree well bent over one side. From a broad base it will gradually assume a width of 18 feet, the length being about 200 feet. At the end will be a concrete and granite wharf, dimensions being about 250 feet long by 90 or 100 feet broad. It is on the off side of this where men-of-war are to go alongside. The depth of water there is about 25 feet, but dredgers are busily at work, it being intended to have 30 feet at low water. The pier itself will be of foreshore stone and hard rubble; some 15 25-cubic-yard boats dump their loads there daily. Concrete blocks are being made at Messrs. Punchard, Lowther's extensive works at Matankok. The granite comes from quarries and blastings down the Matankok hills. Then at the summit of the chain of hills, about six miles from Yaumati on the road to Taipo, we see the new reservoir also in course of construction. Water-works were established in 1895, but the supply has become wholly insufficient for the rapidly growing population. The new scheme provides for a supply of a million gallons daily.

The aspect of the water front is gradually changing. The Hongkong and Kowloon Wharf and Godown Co. are replacing their old one-story godowns with two-story godowns. Very shortly one godown will be pulled down to make room for a continuation of the new 100-ft. road leading direct to Robinson Road. The ferry wharf will be moved south to this locality, so that Kowloon residents will no longer have to thread their way through a maze of cargo work. Reclamation work by the Hongkong Land Reclamation Co., to the east of the godowns, has for some months been in progress. A temporary railway runs from the ballast ground at the back of the Glass Works to the area being reclaimed.

The little *Midge*, a locomotive, may be seen dragging long strings of earth-trucks from one terminus of the line to the other. A visit to the ballast ground makes one realise that while the Company is cutting a large slice from the harbour they are at the same time levelling land for building purposes inshore. At the ballast ground an army of coolies dressed in blue or brown dungarees and mushroom hats are daily at work with pick, shovel, and barrow. A little farther on one meets another small army of men and women breaking stone or dressing granite extracted from the red earth. As the earth is removed great boulders show themselves, and eventually roll down into the workyard below. At the beach, junks bring earth from elsewhere to a temporary flimsy-looking pier. Walking onward towards Signal Hill one is suddenly brought to a standstill by a man beating a gong, and furiously waving a red flag. The reason for this becomes apparent by a loud explosion followed by a shower of rock: blasting is in progress here also. This reclamation and levelling, of course, is preparatory to the erection of buildings. It seems quite probable, indeed, that in a few years the extremity of the Kowloon Peninsula, that is up to the range of high hills, will be completely level and all town area.

How different will be the general aspect of the place five years hence it would be hard to imagine. Where the sampan people now scrubbed seaweed from their craft or burn the old paint from the boats' bottoms, and where fishermen wade knee deep when fishing with an apparatus similar to that used at the "mighty ponds of Hampstead," as described by Charles Dickens, we shall have a neat *Praya*—perhaps as an esplanade, but more likely as eligible ground for palatial offices or unsightly godowns. King's Park, with its prospective beauties, will take the place of waste lands, where the wild-looking water-buffaloes now graze after their daily toil is ended. Many of the new roads with their untrimmed green hedges intermingled with fragrant red, white, yellow and purple blossoms, or perchance coconut palms showing over uncut bamboo will be replaced by rows of ugly modern houses. Perhaps the suggestion may be worth considering whether, instead of these unlovely terraces, the future building developments may not be designed rather in the form of squares with a grass plot in the centre for use as tennis courts. Kowloon has a great future yet before it, as we shall all quickly recognise when once we see a start made with that much-desired but long-delayed railway which must some day connect Kowloon with Canton.

FRONTIER NOTES.

[FROM A CORRESPONDENT.]

25th June.

AGRICULTURE.

With another week's strong sunshine the earliest of the first rice crop will be ready for cutting. The rice crop north of Shamohun River is backward compared with most of that growing in the New Territory. Many plots of land on both sides of the frontier have not been planted for want of water. So far this has been a comparatively dry year all over San On, especially on the eastern side. The streams have risen noticeably once only, but there is now however sufficient water to prevent disputes among the villagers regarding the use of irrigating streams. Sugar-cane looks thriving. The plots of hemp look promising, and if a ready market could be found in Hongkong, hemp growing could be made very profitable.

WASTE LAND.

It is surprising the amount of waste land one comes across in the New Territory—far more so than across the border. Mr. Ho Tung, of Hongkong, I am told, owns quite a number of waste acres in the Han Yeuk sub-district. There is also a vast uncultivated stretch in the Lung Yeuk Tau sub-district. The soil is good, and has been cultivated in the past, and why so many rich acres are now allowed to lie waste is a mystery.

FRUIT.

A "Frontier" correspondent mentioned in your paper the other day that this year lichees were very plentiful in this region. I find the reverse to be the case, and the lichees are very scarce and dear. The trees blossomed well and

gave good promise, but the dry weather—the Chinese say—brought an insect pest which blighted the blossoms and so spoiled the chances of a good crop. These insects are very minute and of a dark colour. Other fruits, such as russet pears, pineapples, and pumeloes, promise a fair yield. It is a pity, but the Chinese seem to have entirely lost the art of pruning and grafting their fruit trees. Many of the lichee and guava trees are completely run out, the fruit being three parts seed-stones.

COTTON GROWING.

I am certainly sanguine of the results should cotton growing be attempted anywhere in San On. On the outskirts of many of the villages I have noticed a species of cotton plant growing which the villagers cultivate for their own use only. This plant grows to about 8 ft. in height with serrated ivy-shaped leaves and has double blossoms, bell shaped, and of two colours, red and yellow. The pods are fairly large and the cotton wool is of very fine quality.

In various parts of San On I have also noticed a sort of cotton tree growing to a great height. In the early summer this tree is a mass of flaming red blossoms not unlike the "King Tree." Afterwards the pods containing the wool fall to the ground, and are eagerly gathered by the villagers.

SHAMCHUN.

Shamchun city is well worth a visit on market days. Every road leading into the city is crowded with "all sorts and conditions" of people hurrying to and from market. Inside the city gates one finds every street crammed with shouting and gesticulating Chinese and the atmosphere is worse than the proverbial smell of the Manchester Ship Canal mud. In spite of all the noise there is, however, little confusion. Different articles of produce for sale are not jumbled together. Thus, one street is for the sale of poultry only, another for the sale of pigs, another for that of grain, and so on. There is also a street composed of eating houses only, and with the smells appetising and otherwise. Much haggling goes on, also much good-humoured banter. Europeans are treated respectfully in direct contrast to the rebellious days of '99. The streets are narrow and filthy, but in spite of this there are some really handsome shops. The people seem contented, but many of the better class express a wish for British rule. The Shunti's place is a wretched habitation devoid of taste or cleanliness, with the usual frowsy-looking braves lounging around. Shamchun is the hub of San On, a great trade centre, and likely to become greater. The sooner Shamchun becomes British the better for Shamchun and for the welfare of the New Territory.

DRAGON BOAT FESTIVAL.

The Dragon Boat race was won by the Pingshan crew out of fourteen boats that competed. On the day following there was the usual procession up the Shamchun River to Chungpo, where tea-drinking and other forms of festivities were engaged in.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, 24th June.

A LOAN WANTED.

The Viceroy desires to raise a loan of three million taels, and he proposes to do this locally, as there have been difficulties in the way of negotiating loans with foreign merchants. This sum exactly covers the annual sum payable as the Kwangtung share of the indemnity, but it is not to be applied to that purpose. The Viceroy has one or two pet schemes of his own for ameliorating the condition of the Cantonese. One of these is the construction of waterworks for the city, an interesting project, which if carried out might lessen the mortality here.

THE PLAGUE.

Plague still carries on its ravages. I have not heard of any more deaths among non-Chinese, but now it is reported that the disease is not sparing the wealthier classes, and that in the Viceregal Yamen there have been several deaths.

THE DRAGON FESTIVAL.

The dragon festival passed off more quietly than usual this year. There seems to have been

no disturbance of any importance, which is a rather unusual circumstance, considering the intense rivalry between the crews, and the immense crowds which assemble to view the races.

THE BARRIERS IN THE PEARL RIVER.

Nothing has as yet been done to the barriers on the Pearl River. The scheme suggested by Captain Tyler, of the Imperial Maritime Customs, is regarded by the Viceroy as too expensive, but this would seem to be a case of false economy, since, after the date stipulated for the removal of the barriers, Shum will be held responsible for any accidents which may occur. His wish is to entrust the operation to private enterprise, and tenders will be received for the removal, but long delay and unsatisfactory work will probably be the result of this. It is to be hoped that Captain Tyler's scheme will be adopted. There is much to be done in the way of improving the channel in both Back and Front reaches, but the cost would be considerable, and it is not likely that anything will be done until the need for improvement becomes imperative.

[FROM ANOTHER CORRESPONDENT.]

CANTON, 27th June.

THE DRAGON FESTIVAL.

Notwithstanding the official notifications which the Namhoi and the Pun Yui magistrates have issued annually to prohibit the dragon boat races, still the celebration of the feast of the 5th day of the 5th moon was kept up merrily and well attended, and the long narrow dragon boats, to the number of about thirty this year, had come from the different villages in the vicinity of Canton to the Pearl River for the races. Nearly all these boats were of the same type, with drums, gongs, banners, pilots and rowers keeping up a continuous yelling and beating drums and gongs. In one boat there was one fellow dressed as a mandarin to represent the ex-Namhoi magistrate Pui carrying an opium pipe and a bag containing dollars, and another boat, which was considerably larger, carried a paper lion, and a foreigner wearing a mask with a big nose dancing and playing about with the lion. The spectacle attracted a great number of people, and flower boats crowded the upper and lower part of the river. As the dragon boats arrived at each station they received their prizes, consisting of a pair of geese, two jars of samshu, and a silk banner. This year, as they went to Wong Chuk Kee to chin-chin the mother-dragon, they did not fight as they have done in previous years. Perhaps the Viceroy has inspired them with fear of the consequences.

THE EXTRADITION CASE AT MACAO.

Re the question of the extradition of the ex-Namhoi magistrate, Pui King Fuk, the late Prefect Shum and the two district magistrates Yew and Lao have returned from Macao to Canton and reported that the Portuguese authorities have concluded the investigation and are perfectly convinced of the guilt of Pui, and that a gunboat is lying in wait at Macao to take him back to Canton. It is rumoured, however, that Pui has "offered to become a Christian," and to subscribe a hundred thousand dollars towards the rebuilding of the ruin of St. Paul's if the priests would use their influence to get him acquitted.

A VICEREGAL LOTTERY.

Li Sai Kwai, who was accused of defalcations in the revenue derived from *fantau* establishments, and was ordered to pay a fine of 140,000 taels, is said to have fled to Bangkok at the same time as Pui King Fuk went to Macao. All his property in Canton has been seized by order of the Viceroy, and is to be disposed of by a lottery of 30,000 numbers at \$6 each. The mode of drawing is to be the same as the Canton lottery, and the same machinery is to be used in the presence of the public. The Chinese have a saying that he who becomes rich by gambling is sure to be ruined by gambling.

AN UNFORTUNATE "SQUEEZE."

As customary when a Chinese official goes to make a call upon another official, the doorkeeper always demands a squeeze, otherwise he will say to the visitor that his master is either not at home, or too busy to receive a call. The other day an official had occasion to call upon the Viceroy Shum, and refusing to pay the doorkeeper's squeeze, he was denied

admittance. His Excellency found it out, and ordered the lictors to punish the doorkeeper with 80 blows with a bamboo.

THE PLAGUE AT CANTON.

With regard to the prevalence of plague in Canton mentioned by our Canton correspondent we have received from another source the following contribution:—

Plague is prevalent this year in the districts of Honam, Fatshan, Tungkun and Fati to an alarming extent, and practically all those who are attacked die from it. In a recently published medical report it is stated that a preparation of carbolic acid timely administered to plague patients had obtained the best results. The percentage of recovery amongst Europeans has been found to be about 70 per cent., while the recovery in Chinese cases has been some 30 per cent.

With a view to render aid to the people in the infected districts in the vicinity of Canton, Mr. Ho Kom Tong has obtained the assistance of Dr. Jen Hock, of the Tung Wa Hospital, to prepare some 2,000 bottles of the carbolic acid for free distribution to the Chinese in the districts above mentioned. Printed directions for taking the preparation are affixed to each bottle, which can be had at certain appointed places.

CORRESPONDENCE.

A STONE-BREAKING NUISANCE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Robinson Road, at the point where the Glenealy ravine debouches, is just now occupied by about twenty coolies breaking stones for the road. There is just space enough between the heaps of stones for a chair to pass, and a perfect hail of chippings rains upon the chair as it proceeds. As I have occasion to pass at least twice a day through this fusillade I should be glad if you or any of your readers will tell me whether, if a person gets his eyesight ruined by these chippings, he can claim adequate compensation from the Public Works Department?—Yours.

PROTEST.

THE BOTANIC GARDENS.

TO THE EDITOR OF THE "DAILY PRESS"

Hongkong, 27th June.

SIR,—Not having for a long time been to our beautiful Botanic Gardens, and happening to be near the other afternoon, I went in for a short rest and to enjoy the cool breeze and sweet aroma of the flowers as I was wont to do some years ago. I found the place, particularly the old garden, full of dirty and very scantily dressed Chinese, mostly of the coolie class, who were squatting there enjoying the cool breeze in typical Chinese fashion, viz.—no coats on, barefooted, with their legs on the benches. As soon as they saw a Sikh constable come along they put their feet down. I saw also crowds of Chinese women of very doubtful character who seemed to make the place their recreation ground. In short the scenes were such that I left the gardens perfectly disgusted and surprised that such a state of things can be tolerated in a British Colony. If it should be thought that I am in any way exaggerating, I would suggest that one of the two Chinese members of the Legislative Council should visit the gardens one fine afternoon and see for himself. Can nothing be done to remedy this state of affairs? What is obviously wanted is a larger number of Indian or European park-keepers and some permanent restrictions as to the class of people to be admitted. The Botanical Department are aware that of late years the gardens have become crowded by Chinese visitors, and it was deemed advisable to restrict their visits to some extent. The two gardens were accordingly closed once a week during August, September, and October, admission being granted only to those presenting their cards. Why cannot this exclusion from the gardens of all undesirable Chinese, particularly those of the coolie class, be made permanent? By so

doing the management would find that a good many Europeans would make the gardens their afternoon resort during these hot days, both for scientific and other purposes. They are now really driven from them by these crowds of dirty and evil-smelling Chinese and their still dirtier and abominable habits.—Yours, etc.

A RESIDENT.

Hongkong, 28th June.

SIR.—As the remarks of a "Resident" relative to the Public Gardens so clearly denote one of a stamp, a class that cannot be equalled by mean mortals of other races, I can possibly give another side to the picture presented in the Gardens.

A mean Chinese mortal, full dressed notwithstanding, might have been seen one Sunday afternoon forcibly ejected from the Gardens by an Indian constable, and not only ejected, but dragged off, possibly to get a beating in a lonely spot, or at the station—and why? Not for creating a disturbance of the peace, but merely for ruffling the dignity of a sable custodian of public order, a man who had seen martial service, but desired to use his great power extravagantly.

How many desire to go to the Gardens for scientific purposes? Are they not resorted to by the public generally to gratify a taste for beauty, as a pleasant resting place after the irksomeness of business?

The few scientific gentlemen cast ashore in Hongkong can enjoy the Gardens, and benefit their health as well, by visiting them before breakfast, while the crystal dew yet lingers on the passive petal.

Possibly a "Resident" never imagines that there are some, even Britishers, who so far from objecting to the presence of Brother John, consider that he often adds greater interest to the scene, and that others also are students of the language of the lower mortals, and find in the Gardens the best opportunity for hearing and improving colloquial Chinese. The fact of having to present a card would effectively deter your humble servant, which might not be a pity to the dwellers on the heights.—Yours truly.

TRAMPUS.

Hongkong, 29th June.

SIR,—Referring to the letter which appeared in your yesterday's issue re the Botanic Gardens, I quite agree with the remarks made by "A Resident."

Hongkong in itself does not afford any means of recreation and enjoyment to Europeans and foreigners with limited income: it seems unfair that there should not be some place after the style of the Public Gardens where one can enjoy the benefit of fresh air and breezes in the cool of the evening without having to rub shoulders with undesirable Celestials. The present Public Gardens are almost exclusively patronised by Chinese, and especially by the coolie class with all their disgusting and filthy ways. Almost all the benches are occupied by such Chinese, who jeer and laugh at any foreign ladies who happen to pass. What with this and the nauseating habit of expectoration they indulge in, who on earth would expect Europeans and foreigners to sit or walk about among them?

So long as this state of affairs continues, the closing of the gardens to Chinese on certain days of the week will not make them popular, and I am certain there will never be an increase of European visitors under the present arrangements. A stroll in the gardens is generally indulged in when one has nothing in particular to do. When it is possible to wend your way there whenever one feels inclined, without having the trouble to keep a note of special days, it will be found that *habitués* will slowly but surely increase in number.

May I suggest that Government should devote one of the gardens to the exclusive use of the Chinese, and the other one to the foreigners?

Thanking you for allowing me space in your valuable columns.—Yours, etc.

KATOO.

Hongkong, 30th June.

SIR,—It is clear that the average European resident is unreasonably prejudiced against the Chinese, for on reference to the correspondence that has been published on the above subject in the correspondence column of your valuable

paper and in that of your local contemporaries, one cannot fail to grasp the present position of affairs. Some correspondents have stated that it is undesirable to allow Chinese, irrespective of class, to visit the Botanical Gardens, but I cannot see why respectable and well-to-do Chinese should be excluded. Every rational man knows that the Chinese gentleman and the street coolie are as distinct from each other as the English gentleman and the English navy or gutter-snipe, and it is absurd to class them together.

The above also refers to the Parade Ground. There is no reason whatever why Chinese gentlemen should not be allowed on the grounds during the military band performances. I would like to know if Chinese gentlemen who dress in European style are allowed to have the same privilege as Europeans on the Parade Ground on such occasions; if so, why? They are still Chinese, no matter what style of dress they adopt.

With regard to European residents being unreasonably biased, mention may be also made that even the local Young Men's "Christian" Association is divided into two departments, a Chinese and a European. In Christianity all men are supposed to be on an equal basis, but it is somewhat singular why Chinese members of the Association are not allowed to enter the European department. Christianity indeed, and so-called British justice! Why are Chinese allowed to live in Hongkong at all?—Yours etc.

L. W. L.

OUR POLICE FORCE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th June.

SIR,—I have noticed with interest in the papers lately several severe remarks on the police of Hongkong. I think they deserve all that has been said about them. In Hongkong, it is utterly impossible for a stranger to find his way about, as in the first place the ricksha and chair coolies understand nothing of the names of streets or places, and in the second place the Police, especially Sikh and Chinese, are quite unable to tell you the whereabouts of any street but Queen's Road, or thereabout. I had occasion last night to visit a friend in the higher levels, whose domicile I had not visited before. Two Sikh policemen and a Chinese, though they were stationed in that district, were quite unable to tell me where the street was. I have had similar experiences before. Why are not the Police in the different districts taught to know every street, terrace, etc., in their district, as the police at home are? I have also noticed, among the foreign police, the great difference there now is in the physique as compared with some years ago. We seem to be getting a lot of half-grown, weedy-looking boys, in place of the handsome stalwart men we used to have in the old days, when we had that giant of 6 ft. 6 in. on Pedder's Wharf. Apologising for taking up your valuable space (but I couldn't help having a growl on this subject).—Yours, etc.

DISGUSTED.

CANTON-HANKOW RAILWAY.

THE DISPUTES OF BELGIAN FINANCIERS.

The Brussels correspondent of the *Globe* writes:—There has just been published what appears to be an inspired account of the disputes of the Belgian financiers over their railway enterprises in China. This account glosses over the money question, and attributes the difficulties which have arisen to the machinations of England. It says that when the first part of the Hankow-Canton railway, which was a personal undertaking of King Leopold's, was finished, England raised objections to the construction of the second part of the line by Belgians because that part would pass through her sphere of influence in the Yangtze district, and that it was then that the Belgians entered into an arrangement with an American company to continue the enterprise, and reserving the most important part in it, and making a convention with the American company by which the construction of the railway was to be carried out by Belgian engineers and workmen. The account I quote seems to hint that for

a time this fictitious transference of the enterprise to American hands satisfied England, and it goes on to say, England recently prevailed on the American Government to force the Chinese Government to forbid the Belgians to be employed, or to intervene personally in the construction of the Hankow-Canton Railway. The Peking Government has signified to the Belgians the formal prohibition to take part in the construction or the surveillance of the Hankow-Canton line. The Americans having thus deceived the hopes of the Sovereign, he has held those whom he sent to negotiate with them, Col. Thys and M. Devolder, responsible for his disappointment. Whatever the truth of this tale, or whether it is because of their failure to negotiate a loan in America, the fact remains that the King of the Belgians expressed his displeasure with these two ancient associates of his so very forcibly that they felt nothing remained for them but to retire, not only from the directorship of the King's railway companies, but, as far as Col. Thys was concerned, from the offices he held in His Majesty's Household. M. Devolder does not hold an office of State at the moment from which he could be expected to retire, but I may mention as a sign of the high place he held until quite recently in the Royal favour that he was, not very long ago, created a *Ministre d'Etat*—a position rarely conferred in Belgium.

A Washington despatch, 23rd May, states:

For nearly a month Chen-tung Liang-Cheng, the Chinese Minister, assisted by Mr. I. F. Ferguson, Secretary to the Chinese Railway Administration, has been endeavouring to get the State Department to recognise the American China Development Company, which is constructing a railway from Canton to Hankow, as a bona-fide American company, notwithstanding the majority of the shareholders are Belgians. Formal recognition has now been rendered the company by the United States Government. The step is considered to be one of great importance, as the United States maintains her sole right to deal with all diplomatic matters affecting the interests of the company. The Chinese Government feared Russia might acquire the line through the foreign stockholders and instituted negotiations with the United States, in order to prevent such action on the part of Russia.

From Brussels we get the following intelligence:—King Leopold has suddenly dissolved the partnership with the American Syndicate concerning the construction of the Hankow-Canton Railway, after having acquired the greater part of the shares from the original shareholders. He intends to entrust exclusively a Belgian Company with the construction of that important line. But it may be presumed that the American Government will oppose the King's scheme. Meanwhile the Belgian and American directors of the Hankow-Canton Railway Company have tendered their resignations.

[It is impossible to gather from these conflicting accounts precisely what the present position is, and the "inspired account" which comes from Brussels is of course wrong so far as it represents that the trouble arose when the first part of the Canton-Hankow railway was finished. The first part of the trunk line has in fact scarcely been commenced.—*Ed. D.P.*]

We learn from Wuchow-fu that Mr. Fox, H.B.M.'s Consul, left there some three weeks since in the gunboat *Moorhen* for Nanning, but the vessel was obliged to stop en route until the water rose, when she would be able to go up. The recent heavy rains have no doubt enabled the *Moorhen* to reach Nanning, as we hear there have been heavy freshets in the West River.

The remains of Mrs. Alexander Wright, who died at Yokohama on the 10th inst., were brought back to Shanghai and interred at the Bubbling Well Road Cemetery. Only the members of her family and a few intimate friends were present, the service being very impressively conducted by the Rev. A. J. Walker, chaplain of Trinity Cathedral.

THE "HAIMUN."

The s.s. *Haimun*, as she lies off the Douglas Company's wharf, is an object of much interest to people on the waterfront. Her mission to the North as a Press boat for the *Times* has not been a success from that journal's point of view. The charter money was, we believe, something like £50 a day, but that did not represent the actual working expenses. It is satisfactory to know, however, that the wireless telegraphy apparatus worked without a hitch from first to last. The transmitting pole was erected on the main mast and was connected by wire with an instrument in one of the cabins where the operator sent off and received his messages, the other pole being at Weihaiwei. It appears that the distance over which the wireless messages were guaranteed to travel was only 60 miles, but they were successfully transmitted to no less than 180 miles' distance. As has been announced already, both belligerents treated the *Haimun* as though she were a spy, and objected to her presence in the theatre of war, so that what news the correspondents on board were able to get was procured under difficulties. The *Times* representatives were: Commander Colquhoun and Captain James, and on the staff were also Captain Tonami (a Japanese), Mr. H. J. Brown, erector and operator, and Mr. H. Athern, operator at Weihaiwei. Captain W. C. P. Somers was in command throughout the cruise. The chief officer was Mr. Mutton, the second Mr. R. Cram, and third Mr. C. H. Wood. The engineering staff were Mr. A. F. Ramsey, chief; Mr. A. McMillan, second; and Mr. H. A. Duncanson, third.

WATERFOWL BREEDING IN CHINA.

Some of the duck and geese-boats on the Chinese rivers shelter as many as 2,000 birds, which have been purchased wholesale at the great duck and geese farms, and reared for the market. Beyond the first expense of buying the birds, says an authority in the *Stock-Keeper*, the boatowner incurs no expense in feeding them, as he simply turns them out twice a day to forage for themselves along the mud shores and the neighbouring fields, where they find abundance of land-crabs, frogs, and insects. They are allowed a couple of hours for feeding and are then called back, when they obey with an alacrity which is surprising. The greater part of these duck-hatching establishments are found along the banks of all small creeks and streams near Canton, as well as the other large Chinese cities.

In these hatching-houses many thousands of eggs daily are being warmed gradually in great baskets filled up with heated chaff, and placed on shelves of very open basket work, which are arranged in tiers all around the walls, while on the ground are placed earthenware stoves full of burning charcoal. Here the eggs are kept for a day and night, the positions of the baskets, with reference to the stoves, being constantly changed by attendants. After this preliminary heating the eggs are removed to other baskets in another heated room, in which they are dexterously carried in cloths, each containing about 50 eggs. Here the eggs remain for a fortnight, each egg being frequently moved from place to place to equalise its share of the heat. After this they are taken to a third room, where they are spread over wide shelves and covered with thick warm cotton. At the end of another fortnight, hundreds of little ducklings simultaneously break their shells, and by evening, perhaps, 2,000 fluffy little beauties are launched into life, and are forthwith fed on rice water.

Duck-farmers are in attendance to buy so many hundreds of these ducklings, for they know when each great hatching is to take place. These the farmers take off to their respective farms, where there are already an immense number of ducks and geese of different ages, all in separate lots. The geese, owing to the thickness of their eggshells, are not hatched artificially; still, flocks numbering 600 or 800 are reared, and are provided with shelves on which to rest, as damp ground is considered injurious to the young birds. The baby ducks

bought by the duck farmers are fed on boiled rice, and after a while are given bran, maggots, and other delicacies, till the day comes when the owners of the duck-boats come to purchase the halfgrown birds, and commence to let them fatten themselves. This continues until they are ready for the market, and are either sold for immediate consumption or bought wholesale by the provision dealers who split, salt, and dry them in the sun; the heart, gizzard, and entrails are also dried and sold separately, and the bills, tongues, and feet are pickled in brine.

A BRITISH MINING CONCESSION IN ANHUI.

Sir John Lister Kaye, after four years' work in the province of Anhui, has secured for the London and China Syndicate the Imperial sanction to the Anhui Mining Concession; the final contract was signed in Peking on the 5th June, and the mining licence was issued on the 11th June; all therefore is complete, and it is the intention of the syndicate to commence work without delay.

During the preliminary stages, the *N.C. Daily News* says, considerable development work was carried out by the prospecting mining engineers of the London and China Syndicate, and finally the Syndicate made arrangements with Messrs. J. & P. Higson of Manchester, the eminent firm of mining engineers, that they should send out to China their Mr. B. N. Rhodes, in order that he should make an expert examination and report on the concession. Mr. Rhodes arrived in China in October last, and proceeded to Anhui to carefully examine the property.

On the 2nd December last he sent a cable to Messrs. Higson of Manchester, in which Mr. Rhodes uses the following words:—"Tungling deposit iron ore; estimated amount of ore in sight 6,500,000, possibly not in sight 3,500,000."

This valuable concession comprises fifty square miles or 32,000 acres, and the main mineral deposit is situated about three miles from the Yangtze River, not many miles above Wuhu, therefore about 200 miles up the Yangtze River from Shanghai.

REFORMERS PARDONED.

The following translation of an Imperial decree appears in the *N.C. Daily News*:

The present year being the seventieth anniversary of my birth, I, the Empress Dowager of China, in consideration thereof have already bestowed upon my subjects many acts of Imperial grace as a mark of my bounty. My thoughts being directed towards those who have offended against the laws of the Empire I now desire to bestow upon such also a mark of the Imperial mercy on this auspicious occasion of my life, and therefore hereby command that, with the exception of the rebels Kang Yu-wei, Liang Chi-chao and Sun Wen (Dr. Sun Yat-sen), who have organised societies hostile to the dynasty, and whose crimes are of such magnitude that they do not deserve any pardon or clemency at my hands; it is my desire that all others who were implicated in 1898 (during the Emperor Kuang Hsu's attempt at reform) shall be participants of the Imperial mercy and receive my pardon for their past deeds and be given the opportunity to reform their conduct. All who have therefore been cashiered are to be hereby restored to their original official rank and titles, while those who are in hiding because of their proscription, or placed under official surveillance in their native places, or are languishing in prison, are commanded to be forthwith released and given their liberty. Such persons who have incurred the Imperial displeasure or offended the laws of the Empire previous to 1898 are also to be pardoned as a mark of extra Imperial clemency on this auspicious occasion. The Boards concerned and the Viceroy and Governors of provinces are to investigate these matters in obedience to my decree and report to me without delay.

The Annual Conference of the International Secretaries of the Y.M.C.A. located in China, Corea, and Hongkong, is now being held in Shanghai.

THE EMIGRATION CONVENTION.

Convention between the United Kingdom and China respecting the Employment of Chinese Labour in British Colonies and Protectorates.

Signed at London, 13th May, 1904.

Whereas a Convention between her Majesty Queen Victoria and His Majesty the Emperor of China was signed at Peking on the 24th October, 1860, by Article V of which His Imperial Majesty the Emperor of China consented to allow Chinese subjects, wishing to take service in British Colonies or other parts beyond the seas, to enter into engagements with British subjects, and to ship themselves and their families on board of British vessels at the open ports of China in conformity with Regulations to be drawn up between the two Governments for the protection of such emigrants:

And whereas the aforesaid Regulations have not hitherto been framed, His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, and His Majesty the Emperor of China have accordingly appointed the following as their respective Plenipotentiaries, that is to say:

His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, the Most Honourable Henry Charles Keith Petty-Fitzmaurice, Marquess of Landowne, His Majesty's Principal Secretary of State for Foreign Affairs; and

His Majesty the Emperor of China, Chang Téh-Yih, Brevet Lieutenant-General of the Chinese Imperial Forces, His Imperial Majesty's Envoy Extraordinary and Minister Plenipotentiary at the Court of His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India:

And the said Plenipotentiaries having met and communicated to each other their respective full powers, and found them in good and due form, have agreed upon and concluded the following Articles:—

ARTICLE I.

As the Regulations to be framed under the above-mentioned Treaty were intended to be of a general character, it is hereby agreed that on each occasion when indentured emigrants are required for a particular British Colony or Protectorate beyond the seas, His Britannic Majesty's Minister in Peking shall notify the Chinese Government, stating the name of the Treaty port at which it is intended to embark them, and the terms and conditions on which they are to be engaged; the Chinese Government shall thereupon, without requiring further formalities, immediately instruct the local authorities at the specified Treaty port to take all the steps necessary to facilitate emigration. The notification herein referred to shall only be required once in the case of each Colony or Protectorate, except when emigration under indenture to that Colony or Protectorate from the specified Treaty port has not taken place during the preceding three years.

ARTICLE II.

On receipt of the instructions above referred to, the Taotai at the port shall at once appoint an officer, to be called the Chinese Inspector; who, together with the British Consular Officer at the port, or his Delegate, shall make known by Proclamation and by means of the native press the text of the Indenture which the emigrant will have to sign, and any particulars of which the Chinese officer considers it essential that the emigrant shall be informed, respecting the country to which the emigrant is to proceed, and respecting its laws.

ARTICLE III.

The British Consular Officer at the port, or his Delegate, shall confer with the Chinese Inspector as to the location and installation of the offices and other necessary buildings, hereinafter called the Emigration Agency, which shall be erected or fitted up by the British Government, and at their expense, for the purpose of carrying on the business of the engagement and shipment of the emigrants, and in which the Chinese Inspector and his staff shall have suitable accommodation for carrying on their duties.

ARTICLE IV.

1. There shall be posted up in conspicuous places throughout the Emigration Agency, and more especially in that part of it called the Depot, destined for the reception of intending emigrants, copies of the Indenture to be entered into with the emigrant, drawn up in the English and Chinese languages, together with copies of the special Ordinance, if any, relating to immigration into the particular Colony or Protectorate for which the emigrants are required.

2. There shall be kept a Register in English and in Chinese, in which the names of intending indentured emigrants shall be inscribed, and in this Register there shall not be inscribed the name of any person who is under 20 years of age, unless he shall have produced proof of his having obtained the consent of his parents or other lawful guardians to emigrate, or, in default of these, of the Magistrate of the district to which he belongs. After signature of the Indenture according to the Chinese manner, the emigrant shall not be permitted to leave the Depot, previously to his embarkation, without a pass signed by the Chinese Inspector, and countersigned by the British Consular Officer or his Delegate, unless he shall have, through the Chinese Inspector, renounced his agreement and withdrawn his name from the register of emigrants.

3. Before the sailing of the ship each emigrant shall be carefully examined by a qualified Medical Officer nominated by the British Consular Officer or his Delegate. The emigrants shall be paraded before the British Consular Officer or his Delegate and the Chinese Inspector or his Delegate, and questioned with a view to ascertain their perfect understanding of the Indenture.

ARTICLE V.

All ships employed in the conveyance of indentured emigrants from China under this Convention shall engage and embark them only at a Treaty port, and shall comply with the Regulations contained in the Schedule hereto annexed and forming part of the Convention.

ARTICLE VI.

For the better protection of the emigrant, and of any other Chinese subject who may happen to be residing in the Colony or Protectorate to which the emigration is to take place, it shall be competent to the Emperor of China to appoint a Consul or Vice-Consul to watch over their interests and well-being, and such Consul or Vice-Consul shall have all the rights and privileges accorded to the Consuls of other nations.

ARTICLE VII.

Every Indenture entered into under the present Articles shall clearly specify the name of the country for which the labourer is required, the duration of the engagement, and, if renewable, on what terms, the number of hours of labour per working day, the nature of the work, the rate of wages and mode of payment, the rations, clothing, the grant of a free passage out, and, where such is provided for therein, a free passage back to the port of embarkation in China for himself and family, right to free medical attendance and medicines, whether in the Colony or Protectorate or on the voyage from and to the port of embarkation in China, and any other advantages to which the emigrant shall be entitled. The Indenture may also provide that the emigrant shall, if considered necessary by the medical authorities, be vaccinated on his arrival at the Depot, and, in the event of such vaccination being unsuccessful, revaccinated on board ship.

ARTICLE VIII.

The Indenture shall be signed, or in cases of illiteracy marked, by the emigrant after the Chinese manner, in the presence of the British Consular Officer or his Delegate and of the Chinese Inspector or his Delegate, who shall be responsible to their respective Governments for its provisions having been clearly and fully explained to the emigrant previous to signature. To each emigrant there shall be presented a copy of the Indenture drawn up in English and Chinese. Such Indenture shall not be considered as definitive or irrevocable until after the embarkation of the emigrant.

ARTICLE IX.

In every British Colony or Protectorate to which indentured Chinese emigrants proceed, an officer or officers shall be appointed, whose duty it shall be to insure that the emigrant shall

have free access to the Courts of Justice to obtain the redress for injuries to his person and property which is secured to all persons, irrespective of race, by the local law.

ARTICLE X.

During the sojourn of the emigrant in the Colony or Protectorate in which he is employed, all possible postal facilities shall be afforded to him for communicating with his native country and for making remittances to his family.

ARTICLE XI.

With regard to the repatriation of the emigrant and his family, whether on the expiration of the Indenture or from any legal cause, or in the event of his having been invalidated from sickness or disablement, it is understood that this shall always be to the port of shipment in China, and that in no case shall it take place by any other means than actual conveyance by ship, and payment of money to the returning emigrant in lieu of passage shall not be admissible.

ARTICLE XII.

Nothing in any Indenture framed under these Articles shall constitute on the employer a right to transfer the emigrant to another employer of labour without the emigrant's free consent and the approval of his Consul or Vice-Consul; and should any such transfer or assignment take place, it shall not in any way invalidate any of the rights or privileges of the emigrant under the Indenture.

ARTICLE XIII.

It is agreed that a fee on each indentured emigrant shipped under the terms of this convention shall be paid to the Chinese Government for expenses of inspection, but no payment of any kind shall be made to the Chinese Inspector or any other official of the Chinese Government at the port of embarkation. The above fee shall be paid into the Customs bank previous to the clearance of the ship, and shall be calculated at the following rate:—3 Mexican dollars per head for any number of emigrants not exceeding 10,000, and 2 dollars per head for any number in excess thereof, provided they are shipped at the same Treaty port, and that not more than twelve months have elapsed since the date of the last shipment.

Should the port of embarkation have been changed, or a space of more than twelve months have elapsed since the date of the last shipment, inspection charges shall be paid as in the first instance.

ARTICLE XIV.

The English and Chinese text of the present Convention have been carefully compared, but in the event of there being any difference of meaning between them, the sense as expressed in the English text shall be held to be the correct sense.

ARTICLE XV.

The present Convention shall come into force on the date of its signature and remain in force for four years from that date, and after such period of four years it shall be terminable by either of the High Contracting Parties on giving one year's notice.

In witness whereof the Plenipotentiaries have signed the present Convention, and have affixed thereto their seals.

Done at London in four copies, two in English and two in Chinese, this thirteenth day of May of the year 1904.

(Signed) LANDOWNE,
T. Y. CHANG.

SCHEDULE.

Regulations.

Ship employed in the transport of indentured emigrants from China under this Convention must be seaworthy, clean, and properly ventilated, and with regard to the following matters, shall comply with conditions as far as possible equivalent to those in force in British India with reference to the emigration of natives from India:—

Accommodation required on board (*vide* section 57 of "The Indian Emigration Act, 1883").

Sleeping accommodation, consisting of wooden sheathing to the decks or sleeping platforms (*vide* rule regarding "iron decks," as amended the 16th August, 1902, in Schedule "A" to the rules under "The Indian Emigration Act, 1883").

Rules as to space on board (*vide* section 58 of "The Indian Emigration Act, 1883").

Carriage of qualified surgeon, with necessary medical stores.

Storage of drinking water (*vide* rule 113, as amended the 24th February, 1903, under "The Indian Emigration Act, 1883").

Provision of adequate distilling apparatus (*vide* Schedule "C" to the rules under "The Indian Emigration Act, 1883").

The dietary for each indentured emigrant on board ship shall be as follows per day:—

	Not less than
Rice, not less than 1½ lb. or flour or bread stuffs	1½ lb.
Fish (dried or salt) or meat (fresh or preserved)	0½ ..
Fresh vegetables of suitable kinds	1½ ..
Salt	1 oz.
Sugar	1½ ..
Chinese tea	0½ ..
Chinese condiments in sufficient quantities.	

Water, for drinking and cooking 1 gallon or such other articles of food as may be substituted for any of the articles enumerated in the foregoing scale as being in the opinion of the doctor on board equivalent thereto.

NOTES EXCHANGED BETWEEN THE MARQUESS OF LANSDOWNE AND THE CHINESE MINISTER ON SIGNING CONVENTION OF MAY 13, 1904.

Foreign Office, May 13, 1904.

SIR.—By Article VI of the Convention about to be concluded between Great Britain and China with regard to Chinese subjects leaving the Treaty ports of China under indenture for service in British Colonies or Protectorates it is provided that:—

"For the better protection of the emigrant and of any other Chinese subject who may happen to be residing in the Colony or Protectorate to which the emigration is to take place it shall be competent to the Emperor of China to appoint a Consul or Vice-Consul to watch over their interests and well-being, and such Consul or Vice-Consul shall have all the rights and privileges accorded to the Consuls of other nations."

His Majesty's Government consider it specially important that the persons appointed to occupy, for the purpose named, the position of Consul or Vice-Consul should be experienced officers of Chinese nationality, that they should be exclusively in the service of the Emperor of China, and that in each case the name of the person selected should be communicated to His Majesty's Government, and their agreement to the appointment obtained.

I have the honour to inquire whether the Chinese Government are prepared to meet the wishes of His Majesty's Government in the matter. If so, and if you will inform me accordingly, this note and your reply might be attached to the Convention in order to place on formal record the arrangement concluded.—I have, &c.

(Signed) LANSDOWNE.
Chang Ta-Jen. &c., &c., &c.

Chinese Legation.
May 13th, 1904.

My LORD MARQUESS.—In reply to your Lordship's note of this date, I have the honour to state that the Chinese Government are in entire accord with His Britannic Majesty's Government as to the great importance they attach to the Consuls and Vice-Consuls to be appointed under Article VI of the Convention about to be concluded between the two Governments being men of great experience, and will consider it a duty which they owe to the emigrant to confine the selection of these officers to such as in all respects conform to the requirements specified in the note above referred to, which, together with the present one, it has been mutually agreed shall, in proof of this understanding, be appended to the said Convention.

I have, &c.
(Signed) T. Y. CHANG.
The Marquess of Lansdowne, K.G.,
&c., &c., &c.

Japan papers report the death of Mr. Robert Meiklejohn, of Yokohama, for many years proprietor of the *Japan Daily Advertiser*.

P. & O. STEAM NAVIGATION CO.

The Report for the half-year ended March 31 states that the return of troops from South Africa practically ended the transport service, which had been continued for three years during the War in that country, and the receipts show in that respect a considerable decline during the past half-year, compared with the figures in the corresponding period of 1902-03. The return of a number of vessels to their normal employment has, however, been the means of improving the general freight earnings to a considerable extent, notwithstanding the continuance of very low carrying rates. The passenger receipts contrast unfavourably with the figures of last year, which is partly due to the fact that the comparison is made with a period which embraced the traffic arising from the Indian Durbar, and partly to the effect of a lower tariff (*inter alia*, the removal of the coal surtax) and the extension of the Company's return ticket system, of which the public have largely availed themselves. The Eastern trade has shown no greater buoyancy, as regards rates of freight, than for some time past. Certain circumstances have proved additionally unfavourable, such as the disturbance in the export cotton trade from Manchester, and the cessation of trade between Bombay, China, and Japan, due to the inflation of cotton prices and to the war between Russia and Japan. The Company's intercolonial steamers have, therefore, not been able to find their usual employment. Coal will prove slightly dearer during the currency of the present financial year, and the labour charges continue in every direction on a very heavy scale. The net effect of the half-year's work shows a fair result, and the Directors have declared the usual interim dividend on the Deferred Stock at the rate of 7 per cent. per annum. The present main contract comes to an end early next year. After prolonged negotiation, the Directors have agreed with the Postmaster-General for a new contract to carry on the same services as at present, but with a considerable acceleration, during a period of three years from February, 1905. The most important feature in the new service will be the acceleration of the Indian mails by 24 hours, and their regular delivery at Bombay in a little over thirteen days from Charing-cross. This, and the other improvements stipulated for (which include a more rapid transit, both of the Australian and China services), will involve a large additional expenditure, towards which the Post Office will contribute £10,000 a year, being an addition of that amount to the present subsidy, but which in certain eventualities may hereafter be reduced.

CHINESE PUNISHMENTS.

As we have mentioned more than once, Wu Ting-fang and other high officials are just now much engrossed with the work of revising and improving China's penal laws, preparatory to an investigation also of her civil laws. They have already discovered that there is such a wide divergence between the Celestial and any European code that any hope of bringing them into line is futile, and no serious effort to do this therefore seems likely to be made. The great philanthropic principle of punishment as a deterrent, rather than retribution, is but very imperfectly understood in China, where there seems few intermediary steps between exemption and annihilation. Predisposing causes, extenuating circumstances, and the possibilities of moral evolution, are depths which Chinese judiciary cannot plumb. Wu Ting-fang, however, is endeavouring to modify some of the penalties of crime, and to if possible do away with such details as are offensive to both foreign and Chinese prejudice. Foreigners have, for instance, always regarded with the greatest horror the terrible punishment of Linchi, or slicing to death process, which we are delighted to hear is ear-marked for abolition. Strictly speaking, and doubtless originally, the idea of Linchi consisted of a fearful and wholesale mutilation of the limbs before decapitation, but in practice only a few preliminary cuts are given to the body, on the ear, nose, eyelid and breast over the region of the heart we believe, and even the suggestive torture of this, according to T. T. Meadows, said to be the only

foreigner who has witnessed the punishment, is robbed of half its horror by drugs. Mr. Meadows declares that the man he saw "sliced to death" did not even utter a groan. The fact of such a punishment being allowed, however, affords opportunity and scope for a licence in brutality which is nationally demoralising and disgraceful, and its abolition is therefore commendable. The Chinese, on the other hand, have a very pronounced dislike to decapitation on the principle that a man is of no more use in another world than in this, without his head. Decapitation therefore is likely to go. We are not disposed, however, to welcome as its substitute the death by strangulation known as "Chao." This gruesome means of exit, if less ghastly than the slaughtering by decapitation so long associated with China's name by travelling writers, is performed by means of two ropes passed to the back and front of the victims' neck and twisted at each end by two operators until strangulation ensues. We are informed that it sometimes requires to be repeated three times before being effectual, and that the sentence therefore may occupy from half to a whole hour in execution. This strikes us as backward promotion up the ladder of civilisation, beside which even the gory spectacle of a headless trunk after one skillful blow is "painless dentistry" by comparison. If H.E. Wu Ting-fang really desires to meet the Chinese prejudice for a whole body, and at the same time satisfy the ends of justice by a punishment fitting the crime, we would urge him to consider and use all his energies to introduce the speedy and equally effective form of strangulation practised in Europe of hanging. Hanging or strangulation will, however, not possess the same deterring horror for the Chinese as decapitation with its attendant disgrace, and the change will we doubt not be universally approved.—*P. & T. Times*.

HONGKONG.

A rock snake twelve feet in length was killed on the Peak on Sunday.

Sergeant Perkins of the Police, who had his foot seriously injured while on duty with the Fire Brigade at the godown fire at Kowloon, is progressing favourably, and it is hoped will be able to leave hospital in the course of a week or two.

His Lordship Sir William M. Goodman (Chief Justice) has admitted to practise as an attorney and proctor in Hongkong, Mr. Harold George Charles Bailey, who has come out from England to take up the duties of managing clerk with the firm of Messrs. Johnson, Stokes and Master, solicitors.

Inspector Donald J. McKenzie, of the Sanitary Department, has been transferred temporarily to the service of the Witwatersand Mining Syndicate for the supervision of the coolie camp at Laichikok. In all probability he will accompany one or other of the transports to South Africa in the near future.

A correspondent writes:—"What is the meaning of the Sailors' Home? I was always led to believe that the Sailors' Home was for providing shelter for destitute and unemployed seamen, but apparently such is not the case now in Hongkong. On whom this fault lies I am unaware, but a fault there must be somewhere, considering the number of masters, officers, engineers and seamen in general who are practically on the beach in Hongkong. I can quote one case out of many—that of a Captain—Captain Coffee—who died in the Government Gaol. This man had first-class certificates second to none in Hongkong, and there are several more in the Colony who will follow him to Happy Valley if something is not done at once towards the alleviation of their distress. During his stay in Hongkong Captain Coffee was employed in various capacities and executed many commissions. What I want to know is whether Captain Coffee was refused admission to the Sailors' Home or whether he refused to go into the Home. At present the Home appears to be the refuge and retreat of all the undesirables who care to apply for admission (so long as they are not British), and there is a suspicion that a man who goes there minus dollars meets with scant, if any sympathy."

COMMERCIAL.

SUGAR.

Hongkong, 1st July.—The prices are the same as when last reported.

Shekloong, No. 1, White.....	\$8.65 to \$8.70 pcls.
Do. " 2, White.....	7.75 to 7.80 "
Do. " 1, Brown.....	6.00 to 6.05 "
Do. " 2, Brown.....	5.85 to 5.90 "
Swatow, No. 1, White.....	8.50 to 8.55 "
Do. " 2, White.....	7.80 to 7.85 "
Do. " 1, Brown.....	5.85 to 5.90 "
Do. " 2, Brown.....	5.65 to 5.70 "
Foochow Sugar Candy	12.75 to 12.80 "
Shekloong "	10.90 to 10.95 "

RICE.

Hongkong, 1st July.—No demands having come forward the prices are declining.

Saigon, Ordinary	\$2.55 to \$2.60
" Round, good quality	3.95 to 4.00
" Long	4.10 to 4.15
Siam, Field mill cleaned, No. 2	2.70 to 2.75
" Garden, " No. 1	3.20 to 3.25
" White,	4.20 to 4.25
" Fine Cargo	4.35 to 4.40

OPIUM.

30th June.

Quotations are:—Allowance net to 1 catty.

Malwa New	\$1000 to \$1040 per picul.
Malwa Old	\$1060 to \$1100 do.
Malwa Older	\$1150 to \$1190 do.
Malwa V. Old	\$1210 to \$1230 do.
Persian fine quality	\$850 to — do.
Persian extra fine	\$880 to — do.
Patna New	\$1222½ to — per chest.
Patna Old	\$1320 to — do.
Benares New	\$1190 to — do.
Benares Old	\$1210 to — do.

HONGKONG, 1st July.

We beg to continue our advices of the 16th June, since when the movements in our various Opium markets have been as follows:—

Stocks as per circular of	Malwa	Patna	Benares	Persian
16th July, 1904.	1,357	1,882	1,370	2,560
June 16th Imports per Bengal	100½	150	45	45
" 17th " " Yarra		300	110	—
" 21st " " Nam Sang		585	315	—
" 28th " " Tonkin		100	110	—
" 29th " " Sui Sang		347	135	—

	1,517½	3,414	2,091	2,605
Less Exports to Shanghai	151	396	427	—
Less Exports to East and West Coast Ports including Local Consumption for the fortnight.	106	617	261	83

Estimated Stocks this day .. 1,230½ 2,401 1,403 2,522

Bengal.—After the Government of India declared that next year the same quantity would be sold as at present, viz. 48,500 chests, a spurt took place and great activity has prevailed in the market. Closing quotations are: New Patna \$1,222½, New Benares \$1,192½, Old Patna \$1,310, Old Benares \$1,210.

Malwa.—The market has been very dull and sales have been trifling. Quotations are:—

New	\$1,000/1,020
2 years old	\$1,040/1,060
3 " "	\$1,080/1,100
4-5 " "	\$1,180
Oldest	\$1,230

Persian.—There is no change to report, prices are \$858/880.

COAL.

The arrivals of coal up to date at Hongkong have been 16,000 tons of Japanese coal, all sold; and 19,500 tons of Japanese and 2,000 tons of Welsh coal are expected to arrive shortly.

COTTON.

Hongkong, 1st July.—Very quiet market. Stock about 1,600 bales.

Bombay	27.00 to 29.00 picul
Bengal (New), Rangoon }	27.00 to 31.00 "
and Dacca	"
Shanghai and Japanese,	30.00 to 31.00 "
Tungchow and Ningpo,	30.00 to 31.00 "

YARN.

Mr. Eduljee in his report, dated Hongkong, July 1st, says:—The market has been entirely unhinged during the past fortnight by the keen competition amongst importers. Prices have been further run down \$2 to \$4 per bale and still no abatement in the downward course is apparent. The principal factor at work has been the heavy drop in the value of raw cotton in America, although this does not appear to have made any appreciable difference in the Bombay market. Buyers having in view the weak position that holders have assumed, are now holding entirely aloof and await developments. The Shanghai market is reported inactive and declining, which greatly adds to the gloominess of the situation. The volume of trade has been comparatively small and we close with a quiet and unsteady market. Supplies continue gradually to fall away, and on comparing the total arrivals of the past six months with those of the corresponding period of last year we find a decrease of 28,700 bales in the receipts for Hongkong and of 57,900 bales in those of Shanghai.

Local Manufactures:—No business is reported.

Japanese Yarn:—A drop of \$3 to \$5 per bale has induced a comparatively larger business to the detriment of Bombay No. 20s. Sales reported are 890 bales No. 20s at from \$135 to \$129½ according to spinning.

Raw Cotton:—The market continues lifeless and no business is passing in Bengal or China descriptions. Estimated unsold stock, 1,800 bales Bengal and 300 bales Chinese. Quotations are \$26 to \$31 Indian, and \$31 to \$33 Shanghai.

Exchange on India has continued steady and closes strong to-day at Rs. 137 for T/T and Rs. 137½ for Post. On Shanghai 71, and on Yokohama 89.

The undernoted business in imported and local spinnings is reported from Shanghai during the fortnight ended the 18th ultimo, viz:—

Indian:—Total sales aggregate 2,512 bales, prices showing a decline of 2 to 4 Taels and market closing weak and unsteady. Estimated unsold stock about 25,000 bales.

Japanese:—Market weak and declining; 2,400 bales only changing hands on the basis of Tls. 90½ to 96½ for No. 16s, and Tls. 97 to 100 for No. 20s, prices showing a decline of 2 to 4 Taels.

Local:—There has been very little enquiry for these spinnings at easier rates, business reported being about 1,000 bales, say No. 12s at Tls. 88½ Tls. 91½ for No. 14s, and Tls. 93 for No. 16s.

MISCELLANEOUS IMPORTS.

Shanghai, 23rd June.

Messrs. Noel, Murray & Co., in their Report on the Shanghai Piece Goods Trade, state:—The settling day is over but the benefits expected to accrue when that was passed have sadly disappointed those engaged in the Import trade. This was brought about chiefly by the serious slump in Cotton, which was quoted down twenty-six points two days after our last Report was issued, and a further twenty-two points yesterday, or close on a half penny for a week. At the same time Silver is appreciating and Exchange rising according. The effect of the movements in these two important factors has been to practically stop business, as the too-well informed dealers here want to reap all the benefit they can. They have the information, though we have not succeeded in getting it confirmed from Foreign sources, that the price for December futures was down to 5½d., and afterwards to even 5d., and as they seem disposed to act on that, orders have largely been withdrawn, and those who have booked goods are doubtless regretting their hasty action. Except for very prompt shipment it is not possible now to find buyers at prices at all adequate, and it seems likely that, to a great extent, forward buying will be postponed until really reliable information concerning the new crop can be obtained. The sudden appearance of the Vladivostock fleet, and the depredations they have effected with the over-confident transport fleet of the Japanese, is the principal item of War news this week, though it seem certain that some most important land operations have been in progress, the particulars of which are awaited with interest, the result however is no longer open to doubt, for the Japanese have proved already that with their undaunted determination they are practically invincible against their present foe. Port Arthur will be taken before the end of the month probably, then will come Vladivostock's turn, and when that is accomplished the War should to all intents and purposes

be over. The situation at Newchwang continues to be shrouded in mystery. The Japanese are evidently not going to attempt anything in that direction until after the fall of Port Arthur. There is a fair enquiry for tonnage, but it is mostly for what the Russian's consider contraband of war, and very little for Piece Goods and Yarn. The Manchester market is rapidly declining in sympathy with Cotton. Quotations are down fully six pence for 8.4-lbs. Shirtings and nine pence for 10-lbs. heavy makes since the last home Mail dates, and some really sporting offers have been made and accepted for early shipment. The latest quotations in Liverpool for Cotton are 6.16d. for Mid-American and 6.11d. for Egyptian. The shipments from Manchester are keeping very moderate, the total this year to date being very slightly over 1901 for the same period. New York is in one of its old dumping moods again. Not that goods are being shipped out on spec, but the eagerness to clear out of makes that are in stock by hawking them all round the market by special agents, and telegraphing quotations and asking for counter offers from almost every firm of any importance here, is having quite a demoralising effect on the native dealers. It is very unfortunate that they have come in so soon with these offers, as otherwise the market would have been able to weather the temporary set back caused by the slump in Cotton. We understand that the price of Standard Drills has recently come down considerably. There is a firmer feeling in the Yarn market and prices for the best Indian spinnings show a slight recovery.

HONGKONG QUOTATIONS.

HONGKONG, 1st July.

Beans	\$4
Borax	\$16 @ 17½
Camphor (China).....	\$105
" (Formosa).....	\$110
Cassia (First quality)	\$21
" (Second ")	\$14
" Oil	\$160 @ 170
Cloves	\$25 @ 55
Fennel Seed Oil	\$330
Galangal	\$13
Glue	\$27
Grapes	\$14 @ 18
Ivory	\$250 @ 650
Kismia	\$8 @ 13
Rosa Oil	\$70 @ 175
Saltpetre	\$11
Sandal wood	\$28 @ 32
" Oil	\$300 @ 400
Senna Leaves.....	\$3 @ 6
Sugar Candy	\$11 @ 15
Vermilion	\$87½
Wax	\$40

MISCELLANEOUS EXPORTS.

HANKOW, 1st July.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

	Per picul.
Cowhides, best selected	Tls. 32.50
Do. seconds	28.00
Buffalo hides, best selected	18.50
Goatskins, untanned (chiefly white colour), ..	57.00
Buffalo Horns (average 3lbs. each)	9.00
White China Grass (Wuchang and/or Poochi)	10.00
White China Grass (Sinsan and/or Chayu)	9.70
Green China Grass (Szechuen)	—
Jute	5.00
White Vegetable Tallow (Kinchow)	10.00
White Vegetable Tallow (Pingchow and/or Macheng)	9.50
White Vegetable Tallow (Mongyu)	—
Green Vegetable Tallow (Kiyn)	10.00
Animal Tallow	8.80
Gallnuts (usual shape)	18.50
Do. (Plum) do.	21.00
Black Bristles	124.00
Feathers (Grey and/or White Duck)	19.50
" " Wild Duck	21.00
Turmeric	3.00
Sesamum Seed	4.50
Sesamum Seed Oil	7.90
Vegetable Tallow Seed Oil	7.90
Wood Oil,	8.00
Tea Oil	8.75

Per P. & O. steamer *Ceylon*, sailed on 25th June. For London:—10,338 boxes tea, 6 cases cigars and cigarettes, 1 case fancy feathers, 140 bales canes, 30 cases bristles, 438 rolls mats and matting, 42 cases woodware, 198 cases cassia, 10 cases gallnuts, 2 cases opium dross. For Glasgow:—7 cases chinaware. For Manchester:—50 bales waste silk. For London or Goole:—100 bales waste silk. For London or Hamburg:—86 bales feathers.

Per M. M. steamer *Himalaya*, sailed on 28th June. For Marseilles:—480 bales raw silk, 175 bales waste silk, 16 cases silk piece goods, 110 packages human hair, 50 cases star aniseed, 12 bales canes and mattings, 55 cases tea, 504 bags ore, 13 cases ylang ylang oil, 15 packages sundries. For Lyons:—475 bales raw silk, 1 bale silk piece goods. For Milan:—45 bales raw silk.

SHARE REPORT.

HONGKONG. 1st July, 1904.—Demand has continued fairly active during the past week, and in many cases a further appreciation in market values has to be recorded. The July settlement passed off satisfactorily yesterday.

BANKS.—Hongkong and Shanghai have been disposed of to a small extent at \$660, and a further small parcel is enquired for at the rate. The London rate has advanced to £67 10s. Od. Nationals continue in demand at \$38.

MARINE INSURANCES.—Unions are firm with buyers at \$545. China Traders after sales at \$63 are enquired for at \$63½, holders refusing to sell under \$64. North Chinas, Cantons, and Yangtszes are unchanged, and without business.

FIRE INSURANCES.—Chinas have sold at the improved rate of \$37, and are in further request. Hongkong have again been booked at \$310 and more shares are wanted.

SHIPPING.—Hongkong, Canton and Macao are quiet with small sales and further sellers at \$29½. Indo-Chinas have been booked at \$117½ and \$118, closing with cash sellers at \$118. China and Manilas have declined to \$2½ sellers. Douglasses are easier with sellers at \$35½. Star Ferries have improved and can now be placed at \$33½ (old) and \$24½ (new). Shell Transports have further advanced to 25/6 buyers.

REFINERIES.—China Sugars have been booked at \$180, \$181½, and \$182, and close in further request at \$183. Luzons continue out of favour at \$9 sellers.

MINING.—Raubs have been taken off the market at \$6.60 and are now enquired for at \$7. In other quotations there is no change to report.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks are firmer with sales at \$215 and \$215½, and further buyers at the latter rate. Hongkong and Kowloon Wharves have also improved in value, and after sales at \$109, \$110 and \$111 are now enquired for at \$112. New Amoy Docks continue out of favour at \$3. Farnhams have buyers locally and in the North at Tls. 158.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have sold at \$158. Kowloon Lands continue in request at \$37, and West Points at \$60. Hongkong Hotels are easier with sellers at \$136. Humphreys' Estates have sold and are still procurable at \$12½ (old) and \$4½ (new). Shanghai Lands are quoted Tls. 115 in the North.

COTTON MILLS.—Quotations are unchanged, and we have heard of no business in this section.

MISCELLANEOUS.—Green Island Cements are enquired for at \$29½, and China Borneos at the improved rate of \$10. Watsons have sold at \$18½ and continue in request. Electrics can be placed at \$14½ and \$8 for the old and new issues respectively. Dairy Farms have been booked at \$18 and more shares are wanted. China Light and Powers have been booked at \$8, and China Providents at \$9½. Powells can be procured at \$10½.

MEMO.—Hongkong Electric Company, Limited, ordinary yearly meeting on the 16th instant. Transfer books close to-morrow until the 16th instant, both days inclusive.

Closing quotations are as follows:—

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COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai...	\$125	\$660, buyers
Natl. Bank of China		L'don, £67. 10s.
A. Shares	28	\$38, buyers
B. Shares	28	\$38, buyers
Foun. Shares...	21	\$10, buyers
Insurance—		
Union	\$100	\$545, buyers
China Traders	25	\$64
North China	25	Tls. 62½
Yangtze	\$60	\$13
Canton	\$50	\$212
Hongkong Fire	\$50	\$310, sales & buyers
China Fire	\$25	\$87, sales & buyers
Steamship Coys.—		
H. Canton and M.	\$15	\$29½, sellers
Indo-China S. N.	210	\$118, sellers
China and Manila	\$50	\$25, sellers
Douglas Steamship	\$50	\$35½, sellers
Star Ferry	\$10	\$33½, buyers
	\$5	\$24½, buyers
Shell Transport and		
Trading Co.	21	25/6 buyers
Do. pref. shares	210	2s. 10s.
Refineries—		
China Sugar	\$100	\$183½, buyers
Luzon Sugar	\$100	\$9, sellers
Mining—		
Punjom	\$11	nominal
Do. Preference	\$1	40 cts., sellers
Charbonnages	Fcs. 250	\$5
Raubs	18, 10d.	\$7, buyers
Docks, Etc.—		
H. & W. Dock	\$50	\$215½, buyers
H. & K. Wharf & G.	\$50	\$112, buyers
New Amoy Dock	\$63	\$30, sellers
S. C. F. Boyd & Co.	Tls. 100	Tls. 158, buyers
Land and Building—		
Hongkong Land Inv.	\$100	\$158, sales
Kowloon Land & B.	\$30	\$37, buyers
West Point Building	\$50	\$60
Hongkong Hotel	\$50	\$136, sellers
Humphreys Estate.	\$10	\$12½, sales & sellers
	\$24	\$4½, sales & sellers
S'hai Land Ins. Co., Ltd.	Tls. 50	Tls. 115, buyers
Cotton Mills—		
Ewo	Tls. 50	Tls. 30, sellers
International	Tls. 75	Tls. 25
Laou Kung Mow	Tls. 100	Tls. 32½
Soychee	Tls. 500	Tls. 160, sellers
Hongkong	\$10	\$14½, sellers
Green Island Cement	\$10	\$29½, buyers
China-Borneo Co., Ltd.	\$12	\$10, buyer
Watson & Co., A. S.	\$10	\$13½, sales & buyers
Hongkong Electric	\$10	\$14½, buyers
	\$5	\$8, buyers
Hongkong & C. Gas	210	\$160, buyers
Hongkong Rope	\$50	\$140, sellers
Fenwick & Co., Geo.	\$25	\$48, sellers
Hongkong Ice	\$25	\$225
H. H. L. Tramways	\$100	\$280, buyers
Hk. Steam Water- Boat Co., Ltd.	\$10	\$17½, buyers
Dairy Farm	\$6	\$18, sales & buyers
Campbell, Moore & Co.	\$10	\$37, sellers
Bell's Asbestos E. A.	12/6	\$5, buyers
United Asbestos	\$4	\$10½, buyers
Do	\$10	\$210, buyers
Tebrau Planting Co.	\$5	\$1 cts., buyers
China Prov. L. & M.	\$10	\$9½
Watkins Ltd.	\$10	\$7½, buyers
China Light & Power Co., Ltd.	\$10	\$8, sales
Powell, Ltd.	\$10	\$10½, sellers
Shanghai and Hong- kong Dyeing and Cleaning Co., Ltd.	\$50	\$50
Canton, Hongkong Ice, Cigar Companies—	\$10	\$10, nominal
Alhambra Limited.	\$500	\$200
Phippine Tobacco Trust Co., Ltd.	\$10	\$9½, sellers

VERNON & SMYTH, Brokers.

Messrs. J. P. Bisset & Co.'s Share Report, for the week ending 22nd June, 1904, states:—We have to report a good business during the past week in shares generally. Indos have remained quiet until to-day, when steady enquiries for cash and July delivery have been made. The T. T. rate on London to-day is 2/6½. Banks.—H. & S. Banks.—No business reported. The market is quiet in the South, sellers at \$660. The London rate is £68 10s. Od. Marine and Fire Insurance.—No business reported. Shipping.—Indos.—The business done in this stock has been confined almost entirely to purchases and sales for forward delivery. Sales have been effected for July at 83, and at closing

Tls. 85 has been paid for shares. August shares have been placed at 83, September at \$117 to Hongkong, and Tls. 83 and 84 locally. October shares have been placed at Tls. 84 and 84½, and December shares at Tls. 85. At the close the market is very firm for cash and July shares, there being no sellers under Tls. 86. Shanghai Tugs. Preference shares have been placed at Tls. 47 and 46½ and for Ordinaries at 48 and 47½. Docks and Wharves.—S. C. Farnham, Boyd & Co. have been quieter during the week, but sales have been effected at Tls. 155 and 155½ cash, with sales for June at Tls. 155, 154, 156, and for July at 158 and 158½. For September 181, and October 182½ and 182. The market closes steady at these rates. Shanghai & Hongkong Wharves have been placed at Tls. 155, and 154, 156 and 152½ cash and 150 June. The market closes quiet at Tls. 150. Yangtze Wharves have been placed at Tls. 187½ for June delivery. Sugars.—China Sugars are wanted in the South at \$170. Perak Sugars have been placed at Tls. 60. Mining.—The only business reported is in Weihaiwei Golds at \$17½ ex 73. Industrial.—No business reported in Cotton stocks. Shanghai Paper and Pulp. A considerable business has been done at Tls. 125 both for cash and June delivery. Ices have been placed at Tls. 24. Shanghai Waterworks at 250 ex 2/6½. Maatschappij, etc., in Langkat. Cash and June shares have changed hands at Tls. 302½, for July at 305, for September at 315 and 312½, and October 317½. The market is weaker and shares continue on offer at 302½. Stores & Hotels.—Lane, Crawfords have been placed at \$125. Hall and Holtz at \$29 and 29½. Moutries at \$55. Weeks at \$19. Central Hotel shares, founders at 100. Miscellaneous.—Shanghai Electrics have been placed at \$25½. Telephones at Tls. 67. Loans.—Astor House Debentures have been placed at par.

EXCHANGE.

ON LONDON. —	FRIDAY, 1st July.
Telegraphic Transfer	1/9½
Bank Bills, on demand	1/10
Bank Bills, at 30 days' sight	1/10½
Bank Bills, at 4 months' sight	1/10½
Credits, at 4 months' sight	1/10½
Documentary Bills, 4 months' sight	1/10½
ON PARIS. —Bank Bills, on demand	23½
Credits 4 months' sight	23½
ON GERMANY. —On demand	187
ON NEW YORK. —Bank Bills, on demand	44½
Credits, 60 days' sight	45½
ON BOMBAY. —Telegraphic Transfer	137½
Bank, on demand	137½
ON CALCUTTA. —Telegraphic Transfer	137½
Bank, on demand	137½
ON SHANGHAI. —Bank, at sight	71½
Private, 30 days' sight	72½
ON YOKOHAMA. —On demand	89½
ON MANILA. —On demand	Nom.
ON SINGAPORE. —On demand	Nom.
ON BATAVIA. —On demand	109½
ON HAIPHONG. —On demand	2½ p.c.m.
ON SAIGON. —On demand	2 p.c.m.
ON BANGKOK. —On demand	62½
SOVEREIGNS, Bank's Buying Rate	\$10 80
GOLD LEAF, 130 fine, per tael	\$56.80
BAR SILVER, per oz.	26½

FREIGHTS.

Messrs. Wheelock & Co. in their Freight Market Report dated Shanghai, 23rd June, 1904, state:—Our Homeward Freight market has shown a little more life since last writing and tea is being shipped freely to Europe and America by the mail and regular liners, mostly from Hankow. However, the "green tea" market only opened quite recently in Shanghai, and until that is in full swing there will not be much to go forward via Suez. Coastwise:—We predicted some little time ago that rates would fall as low as last Autumn and this has very nearly come about, seeing that coal charters have been effected at \$0.90 per ton from Moji to this, \$1.20 to Hongkong and \$1.30 to Singapore; there has been some demand for tonnage from Newchwang since last writing when it was found that the hostilities expected did not break out and several fixtures have taken place at varying rates, the market closing weak.

From Hankow per Conference Steamers.—To London and Northern Continental ports (via Shanghai):—48/- plus River Freight. To Genoa, Marseilles or Havre (via Shanghai):—Tea and General Cargo 41/6 plus River Freight. To New York (overland):—Tea 1½ G\$ cents per lb. gross plus River Freight. To New York (via Suez):—Tea and General Cargo 35/- per ton. To Shanghai:—Tea and General Cargo, Tels 1.80 per ton weight or measurement.

TONNAGE.

HONGKONG, 1st July.—Freights coastwise have declined. From Saigon to Hongkong, several steamers were closed at the early part of the week at 17 cents, and only 15 cents per picul is now obtainable; to Philippines, 30 cents per picul last; to north coast Java, 30 cents. From Java to this, 32½ cents per picul offering. Iloilo to Hongkong, 17 cents per picul. Newchwang to Canton, 27 cents per picul. Coal freights are weak. From Moji to this, \$1.30 last; to Singapore, \$1.50 per ton. Hongay to Hongkong, \$1.25 per ton. The following are the settlements:—

Erica—German steamer, 1,201 tons, Hongay to Hongkong, \$1.50 per ton.

Signal—German steamer, 1,000 tons, Hongay to Hongkong, \$1.25 per ton.

Claudius—German steamer, 2,270 tons, Mororan to Batavia, \$2 per ton.

Nanyang—German steamer, 1,060 tons, Newchwang to Canton, 27 cents per picul.

Else—German steamer, 903 tons, Saigon to one port Philippines, 30 cents per picul.

Shantung—British steamer, 1,835 tons, Saigon to one port north coast Java (50,000 piculs), 30 cents per picul.

Amara—British steamer, 1,566 tons, Saigon to Hongkong, 16 cents per picul.

Holstien—German steamer, 1,103 tons, Saigon to Hongkong, 16½ cents per picul.

Johanne—German steamer, 952 tons, Saigon to Hongkong, 17 cents per picul.

Laertes—British steamer, 1,514 tons, Saigon to Hongkong, 17 cents per picul.

Perla—British steamer, 1,287 tons, Saigon to Hongkong, 17 cents per picul.

Sishan—British steamer, 845 tons, Iloilo to Hongkong, \$4,000 lump sum.

Dagmar—Norwegian steamer, 363 tons, monthly, about four months, \$1.25 per month (recharter).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

ARRIVALS.

June—

- 26, Undaunted, British str., from Barry.
- 27, Himalaya, French str., from Yokohama.
- 27, Linan, British str., from Canton.
- 27, Socotra, British str., from London.
- 27, Waihora, British str., from Hoibow.
- 28, Anap, British str., from Barry.
- 28, Adamastor, Portuguese cr., from Macao.
- 28, Ashley, British str., from Barry.
- 28, Clitus, British str., from Saigon.
- 28, Moyne, British str., from Liverpool.
- 28, Suisang, British str., from Calcutta.
- 28, Tonkin, French str., from Marseilles.
- 29, C. Diederichsen, Ger. str., from Haiphong.
- 29, Chey ang, British str., from Canton.
- 29, Haitan, British str., from Coast Ports.
- 29, Keongwai, German str., from Bangkok.
- 29, Progress, German str., from Swatow.
- 29, Vestal, British sloop, from Singapore.
- 29, Zafiro, British str., from Manila.
- 30, An Pho, British str., from Saigon.
- 30, Australian, British str., from Kobe.
- 30, Canton, British str., from Canton.
- 30, Chusan, British str., from Bombay.
- 30, Hailoong, British str., from Amoy.
- 30, Hinsang, British str., from Saigon.
- 30, Hinsang, British str., from Saigon.
- 30, Loongsang, British str., from Manila.
- 30, Phranang, German str., from Bangkok.
- 30, St. Leonards, British str., from Cardiff.
- 30, Tiger, French gunboat, from Macao.
- 30, Tyr, Norwegian str., from Canton.
- 30, Westwater, British str., from Cardiff.
- 30, Woosung, British str., from Shanghai.

DEPARTURES.

June—

- 26, Foyle, British str., for Kutchinotzu.
- 27, Bainbridge, U.S. torpedo boat, for a cruise.
- 27, Barry, U.S. torpedo boat, for a cruise.
- 27, Dale, U.S. torpedo boat, for a cruise.
- 27, Decatur, U.S. torpedo boat, for a cruise.
- 27, Breid, Norwegian str., for Saigon.
- 27, Choysang, British str., for Canton.
- 27, Kaifong, British str., for Iloilo.
- 27, Kwangtai, Chinese str., for Canton.
- 27, Nanyang, German str., for Canton.
- 27, Orange, British str., for Bangkok.
- 27, Undaunted, British str., for Yokohama.
- 28, Apenrade, German str., for Haiphong.
- 28, China, American str., for San Francisco.
- 28, Chowtai, German str., for Bangkok.
- 28, Himalaya, French str., for Europe.
- 28, Hongkong, French str., for Haiphong.

- 28, Hupeh, British str., for Shanghai.
- 28, J. Diederichsen, German str., for Pakhoi.
- 28, Labor, Norwegian str., for Kobe.
- 28, Lyeemoon, German str., for Shanghai.
- 28, Prometheus, Norw. str., for Bangkok.
- 28, Tjimahi, Dutch str., for Macassar.
- 28, Tremont, American str., for Tacoma.
- 28, Wongkoi, German str., for Bangkok.
- 29, Ashley, British str., for Nagasaki.
- 29, Fsang, British str., for Tientsin.
- 29, Kwanglee, Chinese str., for Shanghai.
- 29, Linan, British str., for Shanghai.
- 29, Moyne, British str., for Shanghai.
- 29, Oscar II., Norwegian str., for Moji.
- 29, Paklat, German str., for Hoibow.
- 22, Spithead, British str., for Kure.
- 29, Taming, British str., for Manila.
- 29, Tonkin, French str., for Shanghai.
- 29, Tritos, German str., for Anping.
- 29, Waihora, British str., for Amoy.
- 30, Chateaurault, French cr., for Swatow.
- 30, Decides, French gunboat, for Shanghai.
- 30, Javeline, French torpedo boat, for Swatow.
- 30, Mousquet, Fr. torpedo boat, for Swatow.
- 30, Pascal, French cruiser, for Shanghai.
- 30, Choysang, British str., for Shanghai.
- 30, Chunsang, British str., for Kudat.
- 30, Namsang, British str., for Calcutta.
- 30, Petrarch, German str., for Saigon.
- 30, Socotra, British str., for Shanghai.
- 30, Tyr, Norwegian str., for Hongay.

PASSENGER LIST.

ARRIVED.

Per *Tonkin*, for Hongkong, from Marseilles, Mr. Votly; from Port Said, Mr. and Mrs. J. Bisney, Miss Bisaney, and Miss Milton; from Colombo, Mr. W. L. Pollenden; from Batavia, Mr. B. A. Jonckhew; from Singapore, Messrs. Jose Zabarti and Yamagachi, and Miss Bidqueway; from Saigon, Messrs. Germe and Meurer; for Shanghai, from Marseilles, Mrs. Descotes and child, Mr. and Mrs. Leon Harkmann, Mr. and Mrs. Alton Meyer, Mrs. de Eljere, Colonel Valette, Freres Auzame, Francas, Arnien, Charles, and Victor, Messrs. Vizerie, Collin de Raucy, Soudois, Angier, Tron de Bouchony, Hutton, Schaeffer, Lecoq, de Garjou de Pon, Simon, Lanco, Dubreuil, Emile Bataillon, Leroy, Georges Sax, P. Monamy, Magnan, Grosjean, L. Merthon, Bouton, and Authie; from Djibouti, Aden, Mrs. Morin and 2 children; from Colombo, Messrs. W. N. Robertson, N. Daymont, C. Mesus, Ch. Philippi, C. Potchetos, and Altindpis; from Saigon, Mrs. Bartly, Messrs. Monnier, Grauger and Hompe; for Yokohama, from Marseilles, Mr. Patanabe; for Kobe, from Colombo, Messrs. R. B. Dane and K. K. Salouki; from Singapore, Messrs. B. Matamonto and K. Mathutaky; from Batavia, Mr. G. E. Allen.

Per *Zafiro*, from Manila, Mrs. Hamilton, Messrs. L. Cavel, H. G. Garlick, E. Fenwick, A. Artimus, Hans Kunz and E. Menit.

Per *Loongsang*, from Manila, Mr. and Mrs. Simons, Miss Simons, Messrs. C. D. Hart, S. S. Sholan and Myers.

Per *Chusan*, from Bombay for Hongkong, Messrs. S. Powar and Malaroff and Native servant; from London, Mr. W. Swann; from Singapore, Messrs. F. W. Spencer, C. A. Schoolmaster, Syed Omer Alhabsi, Kahn and Castilho and two sorters; from London for Shanghai, Mr. W. E. Allen; from Colombo for Shanghai, Mrs. J. Schermann.

Per *Hailoong*, from Amoy, Messrs. Hutchison, Alexander, and Vetch.

Per *Woosung*, from Shanghai, Messrs. Lubin and Clark.

DEPARTED.

Per *Empress of India*, for Vancouver, &c., Mr. and Mrs. E. H. Sharp, Mrs. Ure, Mr. and Mrs. G. P. Handy, Mr. and Mrs. J. C. Fate, Mrs. G. H. Briggs and child, Mr. and Mrs. H. N. Cole, Mr. and Mrs. C. C. Cohn, Mrs. W. W. Greene, Depy, Insp. Genl. W. B. Drew, R.N., Fleet-Surg. E. H. Meaden, R.N., Gov. W. F. Pack, Rev. S. Dyan, Engr. C. F. L. Dookin, R.N., Capt. C. W. Mead, Engr.-Lieut. A. R. Grant, R.N., Lieut.-Col. W. J. N. Oldershaw, Capt. F. D. de Sa, Misses M. Doyle, S. T. Gladwin, and J. F. Dwyer, Messrs. R. Boore, R.N., G. Baresse, M. S. Warton, J. Braggs, J. Brown, P. Johns, C. Wood, R.N., O. H. Boltmann, A. Sinclair, A. Wislizenus and 2 children, C. H. French, C. A. Benson, T. Evans, W. W. Holder, C. Longest, H. A. Belden, C. E. Putnam, J. B. Anderson, F. C. Fisher, E. F. Speth-

mann, Farquharson, B. Pous, W. Vaughan Robinson, and J. Marshall.

Per *Zieten*, from Hongkong, for Hamburg, Mr. and Mrs. G. J. de Bode, Mrs. H. W. Cave and children, Mrs. E. W. Carter, Mrs. Rodney Carter, Mrs. Harocz du Cross, Mrs. Dabbie and children, Mr. and Mrs. Daloy, Mrs. Davies, Mrs. Margarethe Dobel, Mrs. S. Emanuel and children, Mrs. Empson and son, Mr. and Mrs. de Gussinklo, Mr. and Mrs. A. H. Harrison, Mr. and Mrs. Juset, Mrs. E. B. Kimball, Mr. and Mrs. M. Leopold and son, Mr. and Mrs. J. Lowrie, Dr. and Mrs. Munch-Naur, Mr. and Mrs. Neville, Mrs. A. L. Rook, Mr. and Mrs. Philipps Stanley, Mr. and Mrs. Symons, Mrs. Vasilieva, Mr. and Mrs. Wagner, Mr. and Mrs. Yerstafeff, Dr. Ritter von Bauer, Vice-Consul Dr. Boye, General-Consul D. v. Braadt, Right Rev. C. H. Brent, Dr. Hallier, Capt. G. C. Hewitt, Consul Hulstkamp, Lieut. Krascheminikoff, Dr. Schindler, Misses Anderson (2), H. C. Desanvarie, Hamilton, Harkness, Johnstone, Lee, v. Motman (2), Nightingale, Oldr-ive, Postler, Scrutone, and P. H. Warnsinck, Messrs. Arnold, Barney, Heinrich Behrens, H. E. Boehme, van Bominde, L. A. Boulay, Burghoff, H. Clifton, Gordon L. Creasey, Driscoll, Eachko, Foucar, W. A. Freeman, Gieves, Geddes, Geo. H. Gowan, H. G. Hewison, K. Hirata, J. T. Hurt, R. Jadot, Kerr, Ernst Kirchner, W. Kubaseck, O. Kurz, F. G. L. Mahlerwein, C. Maschmeyer, Ch. Mayman, A. v. Mechel, E. Meyer, Mueller, A. Nacrum, Y. Nikada, Nishida, S. Nomura, Peachey, J. Pearce, E. A. Perkins, Rault, Remy, C. Rump, H. Schellenbaum, Schoor, Sigm. Sissovies, Stevenson and son, Albert Stohp, C. M. Streeter, Oscar Ulex, E. de Val, G. C. Warner, Wilson, and Director Guibert.

Per *Ceylon*, from Hongkong, for Singapore, Mr. G. Bowack; for London, Gunner Joseph G. Jones, Boatswain Walter Perkins, Gunner Charles E. Bryant, Messrs. Wm. Morquay, R.N., Thos. Payne, R.N., Fred. W. Large, Pte., Wm. Humphreys, Ord., Ed. Downer, Sto. Wm. E. Watson, Pte. A. K. Prain, and Fred. A. Chater; from Foochow, for Colombo, Mr. H. H. Dulling; from Shanghai for London, Mrs. A. G. H. Carruthers and child and Mr. J. E. Doidge; from Yokohama, for London, Messrs. J. R. Lancaster and C. S. Curteis.

Per *China*, for Shanghai, Mrs. F. B. Upham, Mrs. C. M. T. zer, Mr. and Mrs. Jacob Lanber, Mr. and Mrs. J. M. Alves, Messrs. S. S. Sellick, A. Herzberg, E. C. Hochapfel, H. J. Brown, A. N. Ebrahim, and A. A. Ebrahim; for Nagasaki, Mr. R. Lawrence, Mrs. E. Hamilton, Lieut. J. E. Abbott, Messrs. W. S. Harrison, R. Nose, Y. Ogawa, and Y. Yamamoto; for Yokohama, Mr. W. H. Howard; for San Francisco, &c., Mrs. Austin, Mrs. C. S. Coy, Mrs. Hudson, Dr. Sanders, Messrs. C. H. Lawson, H. Arnhold, Ponciano Reyes, W. H. Godwin, L. M. Cardot, J. E. Melloy, Alejandro Conde, N. H. Cobb, A. G. Kahn, B. G. Bleasdale, and R. H. Barber.

Per *Himalaya*, for Bombay, Mr. Moses Nissim; for Marseilles, Drs. Lowitz and Leo, Messrs. H. Bar-ett, Fontaine, Cattou Kerdreux, Urvoix, Tillon, Lante, Marlier, Suco, Pellic, Pochic, and Nolf.

Per *Tremont*, from Hongkong, for Yokohama, Mrs. Hayward and Mr. T. P. Kelly; for Seattle, &c., Mrs. Wilcox and child, Misses M. and L. Wilcox, Messrs. A., G., and Charles Wilcox, Miss W. H. Rouse, Messrs. T. R. Lewis, C. T. Hickman, and L. J. Leon; from Manila, for Kobe, Mr. and Mrs. S. Saki; for Yokohama, Miss Casady; for Seattle, &c., Mrs. K. M. Cooney, Mrs. Annie Norton, Messrs. J. T. Boyd, T. Greenland, P. Binder, and T. K. Salter.

Per *Tonkin*, for Shanghai, Messrs. L. Pelli, C. Lowcock, A. Watnabe, S. Uyesugi, and S. Miyoshi; for Kobe, Messrs. J. Doctor, Eikichi Uobara, and Kameji Takahashi; for Yokohama, Messrs. O. Marcanda, E. Marcanda and 2 sons, and C. Chudean.

TO DEPART.

Per *Australian*, for Manila, Mr. and Mrs. Murphy, Messrs. E. L. Crooks, J. W. Goodwin, Hearity, and Harden; for Sydney, Mr. J. W. Purves, Misses K. and B. Callinan.

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